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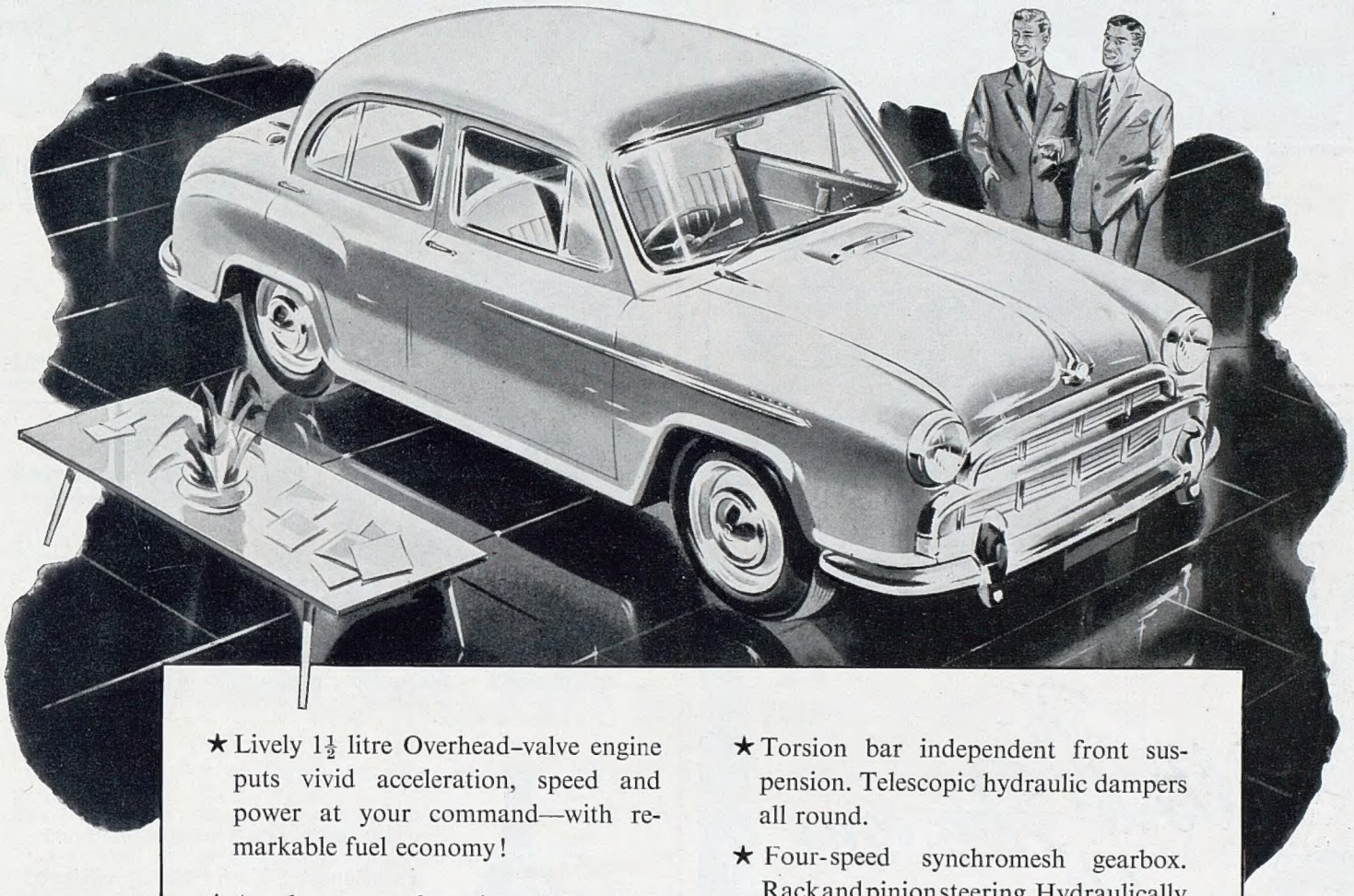

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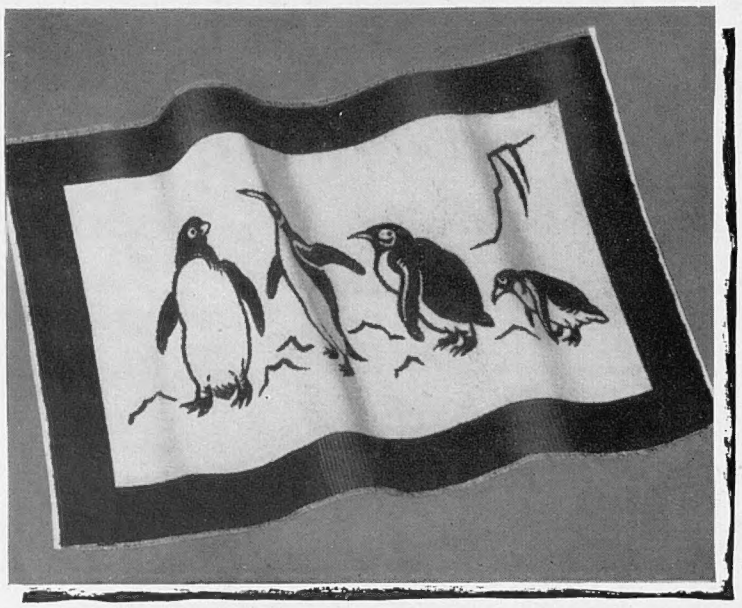

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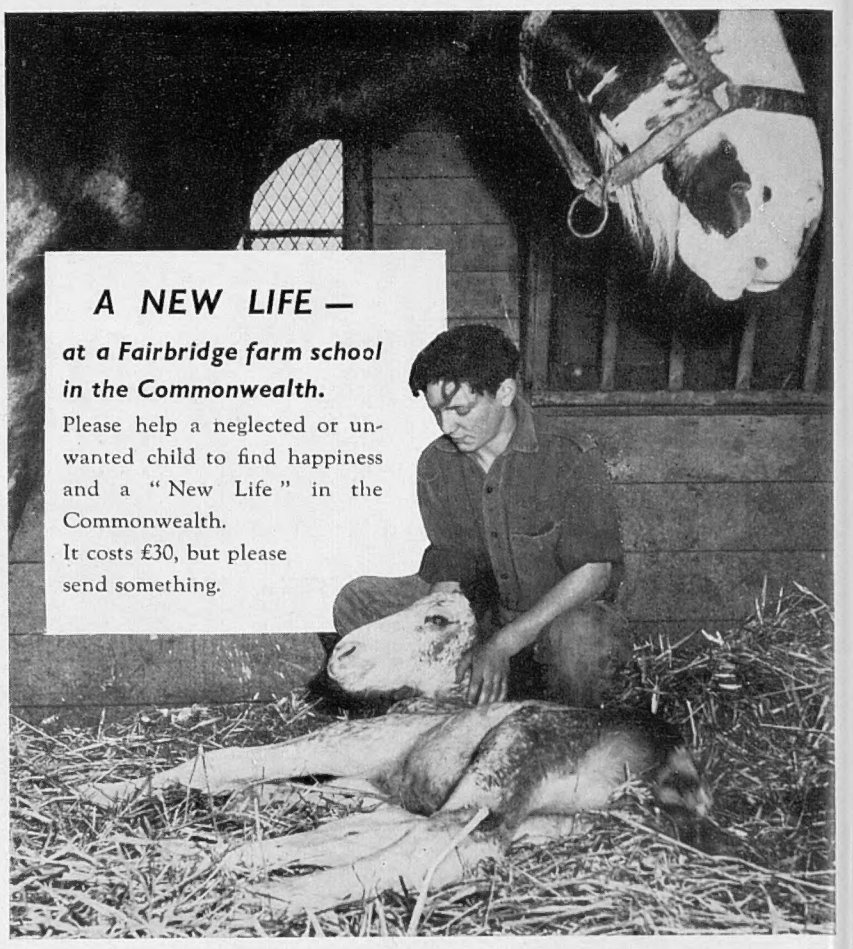

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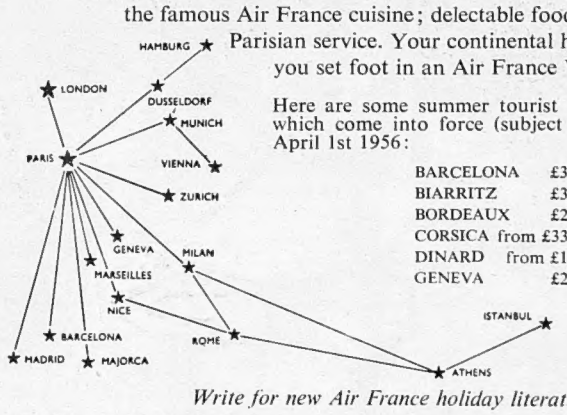

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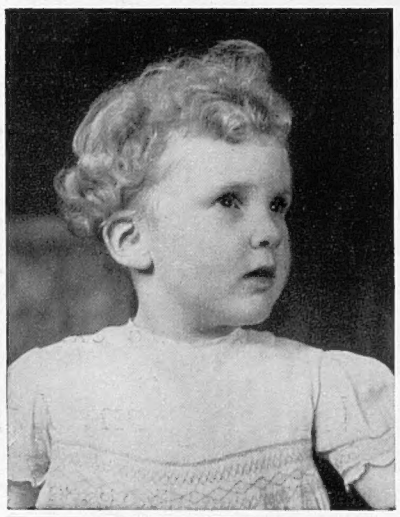

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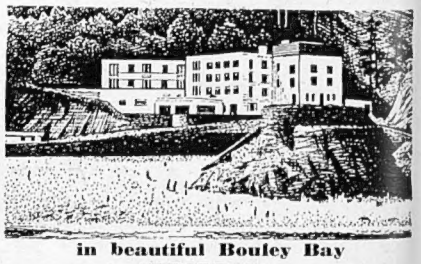

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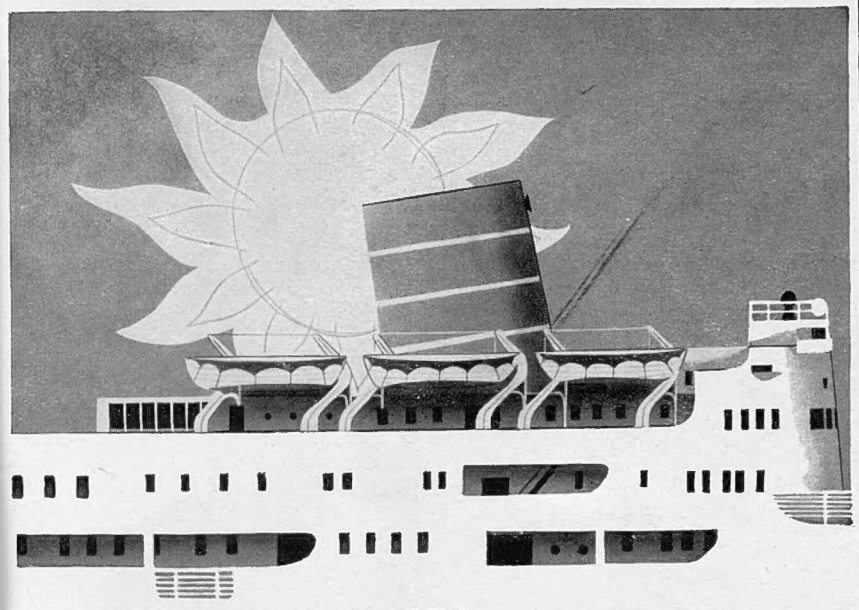

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151 *ANOTHER OF NESTLÉ'S GOOD THINGS*

Volume CCXXIV No. 2917 The SPHERE, London, January 7, 1956

The SPHERE

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INTO BATTLE BY AEROCYCLE—THE UNITED STATES ARMY TESTS A NEW MEANS OF GIVING ADDED MOBILITY TO INFANTRYMEN: Sergeant (First Class) Herman Stern, fully-equipped for combat, pilots a one-man helicopter during trials of twelve of these "aerocycles" at Camp Kilmer, in New Jersey. It is believed that aircraft of this type could increase the mobility and tactics of the infantry in a revolutionary manner. The machine has a top speed estimated at about 65 m.p.h.

The United States Army is constantly experimenting with new ideas and the picture here shows a most ingenious device in which great hopes are placed. Aerocycles are still only in the stage of being tested for military purposes. But it is possible that by using them infantry soldiers may achieve a speed of individual movement undreamt of ten years ago. The machine takes one man on its platform. Beneath it are a pair of contra-rotating rotors. The central air bag is like a doughnut, and round it are four outrigged stabilising air bags. These enable it to take off from and alight on water. The motor above the platform is of 44 h.p. The pilot controls the machine from the handlebars, and steers by leaning in the required direction. In the column below the handlebars is the fuel tank, and additional tanks can be added to give increased range. The entire structure weighs 200 lb. Some experimental models of this type of helicopter are said to have reached 90 m.p.h., but the speed of the U.S. Army prototype is estimated at not more than 65 m.p.h. Even so, its widespread employment could lead to a revolutionary change in infantry tactics.

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The SPHERE with which is incorporated THE GRAPHIC

Vol. CCXXIV, No. 2917. January 7, 1956

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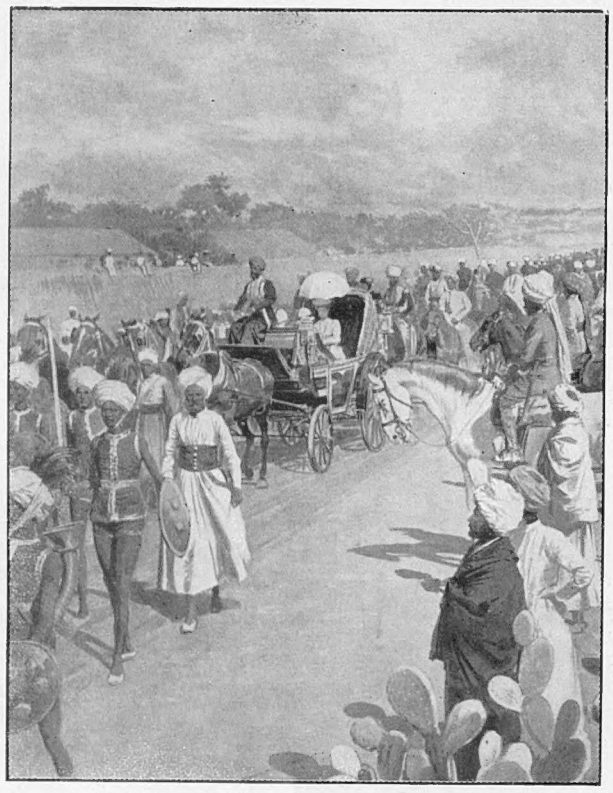
FROM "THE SPHERE" OF 50 YEARS AGO



THE PINK CITY—THE PRINCE AND PRINCESS OF WALES ENTRY INTO THE CITY OF JAIPUR: This drawing by F. Matania, reproduced from THE SPHERE of January 6, 1906, during the Royal tour of India, shows the magnificent procession in which every aspect of Oriental life was represented. There were the maharajah's runners with gold and white turbans and feathered kullas, with their musician bearing a noble war horn on which he blew a weird conch-like blast. Then there were gorgeously-robed chobdars by the score, spearmen by the hundred, and matchlock men in olive green, the guardians of the maharajah's sleep. Also taking a prominent part in this pageant were camels, elephants, gaily-caparisoned horses and bullocks and oxen.

NOTICE TO CONTRIBUTORS

Drawings.—*The Art Editor will be pleased to consider artists' specimens and has an especial interest in architectural, shipping, aeronautical, industrial and scientific subjects. It is essential that contributors have a high standard of technical accuracy, as well as of artistic merit. Artists should make an appointment with the Art Editor before submitting their work, or should write to him giving a brief description of its scope if they wish to send specimens through the post. All work should bear a short description and the name and address of the contributor, together with stamps for its return through the post should this be necessary. It is essential that the copyright of all drawings is at the disposal of the owner, as* THE SPHERE *generally publishes the work only after obtaining all rights.*

Photography.—*Topical photographs of news events and of personalities in the news will always be considered. It is absolutely essential that these are fully and accurately captioned. Negatives will not be considered and photoprints should be at least* 8 *ins. by* 6 *ins. The copyright of such pictures must be at the disposal of the sender, postage included for those sent by mail.*

Manuscripts.—*Articles and Synopses should always be sent direct to the Editor and, if possible, accompanied with illustrations and photographs. In each case the pictures should be adequately captioned. Articles are required on all subjects relating to the news of the day, ranging in length from* 750 *words to* 2,000 *words.*

A London Newsletter

195–198, STRAND, W.C.2.

Palinode for New Year.—Perhaps my New Year wishes and hopes were not as cheerful as they might have been. I realise it is wrong and foolish to start a new phase in depression. I apologise to optimists and stouter hearts and offer the weak defence that 1955 *was* rather a discouraging year and ended in gloomy days, and that, generally speaking, I think we all need to be shaken out of a mood of complacency. There may be many features justifying hope, if not complacency; there are many more which call for resolution and courage and leadership and discipline and justify anxiety in January 1956. It is the duty, first and foremost, of our leaders to shake us out of complacency, and though they have tried to do so, I fear they have failed hitherto. The Premier has not moved our hearts or inspired us to new efforts since he took office, and no doubt he has been very busy. Mr. Butler's calls to restraint impinged neither on the "workers" nor the Christmas spenders, nor the spenders of our tax receipts. Mr. Macmillan was constantly airborne, working himself to death, but the present state of the world appears far worse than when he took over the office he has now relinquished. I am sure no other Foreign Secretary could have done more or achieved happier results. Diplomacy is haywire, and in a world filled with newly-enfranchised, under-developed and half-civilised sovereign States, with others using all means to secure the same enfranchisement, with once-free nations under the iron heel, with hatred and bitterness everywhere enhanced by lies and misrepresentation, with East and West, neighbour and neighbour, at each other's throats . . . in such a world, the old diplomacy stands little chance of success. If there is never excuse for despair, there is in this not-exaggerated picture some excuse for anxiety, and it is time we faced the facts and abandoned some of our complacency and those attendant camp-followers of complacency—triviality, greed, cheap-jack and self-indulgence.

"It Will Rise Again."—At such times in our history (and there have been many), I have sometimes taken consolation from the last pages of *John Inglesant.* You remember how, at the end of his life, in failure, but not in disillusion, he talked with a companion overlooking the city of Worcester.

"The sun, which was just setting behind the distant hills, shone with dazzling splendour for a moment upon the towers and spires of the city. . . . For a moment it seemed a glorious city, bathed in light and hope, full of happy people. But it was *breve gaudium.* Then the sunset faded, the ethereal vision vanished and the landscape lay dark and chill."

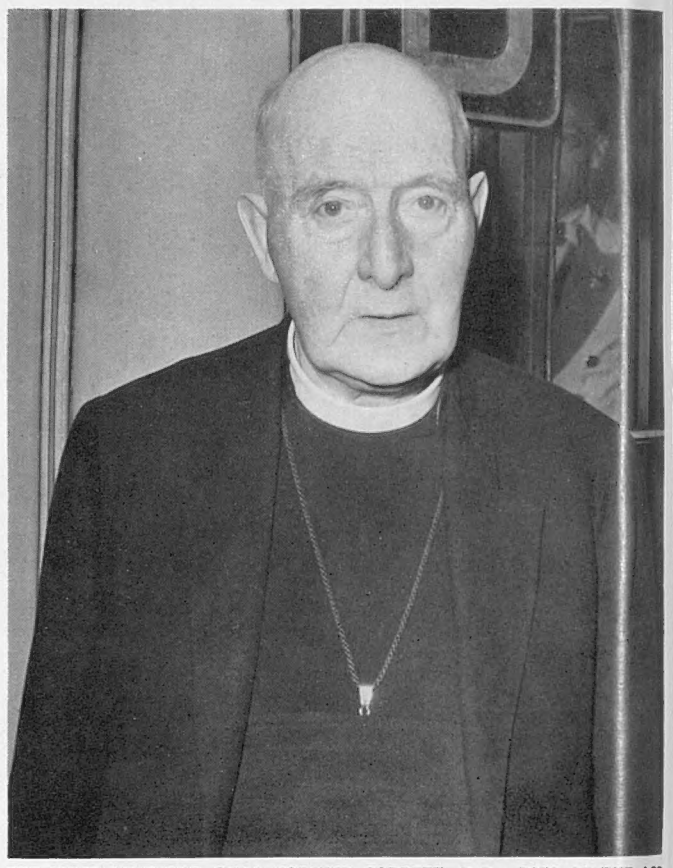
"Whether we are free to act or not," Mr. Inglesant had said, "we can at least fancy that we resolve. Let us cheat ourselves, if it be a cheat, with this fancy, for we shall find that by doing so we actually attain the end we seek. Virtue, truth, love are not mere names; they stand for actual qualities which are recognised among men. These qualities are elements of that perfect life of which our highest culture can catch but a glimpse."

Then, as the ethereal vision vanished, "The sun is set," Mr. Inglesant said cheerfully. "But it will rise again. Let us go home."

Yes, we might do worse than to begin to cheat ourselves with this fancy—if it is a cheat—and if, cheat or no, it attains our purpose. It is not so long ago that we saw that gleam and we have long experience that the sun which sets will rise again. But the lights of the city and the lights of the world must be lit by mankind at sunset.

T.A. and H.G.—Mr. Head, still at your service at the War Office, announced the changes in the T.A. and H.G. These look bigger on paper than in reality and might have been made a year ago and saved some heartache and frustration. In so far as they suggest a laudable desire to economise in public spending, a layman who is a taxpayer may approve them if they succeed in doing so. Two T.A. divisions with all their adjuncts will remain fully organised to satisfy our N.A.T.O. commitments, to reinforce our troops in Germany, if necessary. The idea of ten fully-equipped divisions crossing over had long been moonshine. The T.A. will embody no armoured divisions. Such armoured divisions as exist on paper will be converted to infantry and the Airborne becomes a parachute brigade. There will be no artillery except what an infantry division carries with it. The H.G. is placed on a "reserve basis"—a man and a boy in an office, with plenty of paper promised and new theories to be worked out on paper on home defence in war. A small regular army reinforced by a small, highly trained T.A. of bounty-induced volunteers is the new look. Sir Walter Monckton and Mr. Head must get their heads together and translate into reality what is still largely paper, and make it work. If it is a little cheaper, the new model will be none the worse for that. It's the best we can do in the circumstances and may in time fit.

DEATH OF THE ARCHBISHOP OF YORK



THE MOST REVEREND CYRIL FORSTER GARBETT, D.D., DIES AT THE AGE OF EIGHTY: His death occurred at Bishopthorpe, York, last Saturday, shortly after he had announced his intention to resign some time early this year. He never fully recovered from an operation which he had last May. It was announced in the New Year's Honours that the Queen had proposed to confer a barony on the Archbishop. Dr. Garbett's long and active life in the Church began in 1900 when he was ordained to a curacy at Portsea. In 1909 he was made Vicar of the same parish and remained its leader until his appointment as Bishop of Southwark in 1919. Translated to Winchester in 1932, he spent ten years in the diocese until succeeding the late Archbishop Temple at York in 1942. Dr. Garbett was well known not only for his fine leadership, but also for his books on Church history and for his world-wide travels on behalf of the Church

New Looks in Retrospect.—The reconstructed Government have opened their new portfolios and mean to do great things. The Cabinet shuffle announced just before Christmas did not get a very enthusiastic Press, even from usual supporters of Conservative Government. For one thing, the chief changes were common property three weeks before the Premier officially let the cat out of his bag. There was one surprise. One head did not fall. Mr. Head remains at the War Office. For another, the shuffle can be approved only when some *results* are visible. At the moment the nation merely saw in the shuffle of the trump cards an effort to relieve Mr. Butler of a job he had had enough of. To do that, the Premier transferred from major offices at least two men who were just in a position to learn by their own mistakes. The Ministry of Defence, in which office half-a-dozen men in the immediate past have had a stab and passed on, now has a notable holder of uncertain health; an important post, especially in view of the new look announced for our defence forces. The Premier's "exchange of letters" with Fred, Bill and Geoffrey was all that one could wish for and expect when Ministers depart. The junior appointments had the best Press. Promising youngsters are given a chance to try their wings. Youngsters whose promise proved short-lived, are returned to store. *Ave atque vale.* Be sure that a Conservative Government will follow the primrose path of Disraeli-ism to the end, never forgetting Lord John Manners' impassioned couplet to leave us still our old nobility. One earldom, four viscountcies and three baronetcies for the departed; and does there exist a more bastard, redundant title than that of viscount? Or one less desirable to-day than that of baronet? Well, there they are (the new team) opening their new portfolios. The pack is shuffled, the cards dealt. A clear hearth and the rigour of the game; and when we can count the tricks, we shall be in a position to applaud the new deal. Six by-elections will give us an idea of the nation's verdict on the last hand played. The new deal must win the Premier (what I am sure he deserves) a finer record and one more popular with the nation as a whole than to have created more earls and perpetuated more hereditary titles than any modern Premier in so short a time. What matters is the Government's record in its fourth year.

Railway Accidents.—Railway accidents are not uncommon. It is true also that disasters sometimes come in batches. Several recent serious accidents are now under investigation, and accordingly comment on them is undesirable. *Statistically*, a batch of serious railway accidents in one year is quite powerless to affect the chances of a given individual to travel safely by train. His chance of being involved in an accident — statistically — is infinitesimal. Railway travel is still "as safe as houses." That said, and much remaining to be said and read, it is worth recording what may be to-day a side issue *vis-à-vis* the present series of accidents. We know that every such accident results in an attempt to tighten precautions. We know that the railway authority is now engaged on a frightfully expensive programme of modernisation in all matters affecting safety and speed on the rails. But no perfection of mechanical aids, not even automation as at present conceived, can ever do away with the human element nor take complete responsibility for eliminating human liability to failure. Still, as of old, a man paid to do a job, however much aided by mechanical, almost foolproof devices, must be made responsible for his own failure. And to-day a question arises, not only in the nationalised industries, whether a man's responsibility for his own errors has not been largely divorced from its due penalty. "No victimisation" is a slogan to which all authority bows. The "workers" hold the reins of power. If a man be discharged by his employers for gross dereliction of duty, his fellows, or the larger body of organised employees, can down tools and insist on his reinstatement—usually with success. We may well begin to ask ourselves—quite outside the matters now *sub judice*—whether this decline in the right and power of authority to discipline dereliction is not a danger to the general public, a fearful obstacle to efficiency in industry, and a sad reflection on a nation once admired for its obedience to, and respect for, law and order

Staggering Holidays.—In a mood of repentance and humility, let me admit that it is not so easy for those in authority to "do the right thing." Perhaps we are too prone to try to teach our senators wisdom. In a democratic state it is hard to please everybody when everybody is free to know best. Take school holidays. There has been a great cry for staggering holidays; and if you visit railway stations at Christmas-time, or in August, you may feel there is something in it. Christmas holiday railway accidents rather tend to confirm it. Very well, stagger. But then comes a bitter complaint from paterfamilias: "In my household and my next-door-neighbour's are four children. They came home from their schools on December 14, 15, 19 and 20. The earliest goes back on January 10, the latest on January 20. The holidays are thus spread over five weeks, of which only three are common to all of them. Could not the independent schools so arrange their holidays that children are at home at the same time as their brothers, sisters and friends?" Thoughtless boneheads, these headmasters! Staggering is intolerable! And holidays are not long enough. The teachers say so, and many other workers. Holidays are much too frequent, the village mothers complain all the year round. Take a census on that in your own village. No doubt it is easier to rule in a totalitarian state.

Still Running.—*Charley's Aunt* is still running. Some of our farces are immortal. One or two of our stage farces have solved the problem of perpetual motion. I suppose some of the elderly dramatic critics and the author's family have seen its opening nights twenty times. They have seen it with a dozen "new looks," seen it tried as straight comedy, seen it as harlequinade, seen it modernised, rationalised, museumised. But it lives as farce. It is one with the curate's egg. It looses its savour unless the egg is antediluvian. I have sometimes thought that, just as Max Beerbohm once suggested that a knighthood might be imposed by magistrates as an alternative to six months' hard, so four consecutive visits to *Charley's Aunt* might be imposed in lieu of a fine. And for a lesser penalty four ditto to *The Importance of Being Earnest*. But British farces, once accepted as masterpieces, are immortal, and the penalty would not fit the crime. After all, Max Beerbohm *is* a knight and Mr. W. A. Darlington greatly enjoyed his twentieth first-night of *Charley's Aunt*. So take your fourteen-year-old boy or girl with you to *Charley's Aunt*, note his or her reaction to the nice clean fun, and put your own under a microscope. There are enough farces to-day in the British way of life to make it worth your while to reassess your own reactions to *Charley's Aunt*, her sisters and cousins, with all their hereditary titles.

THE OLD STAGER

IN NEXT WEEK'S ISSUE

QUARRYING IN BRITAIN

By GODFREY HARRISON

also

RUGBY FOOTBALL —A HALF-TIME SURVEY

By VIVIAN JENKINS

THE COMET III RETURNS TO LONDON AFTER ITS WORLD FLIGHT

THE DE HAVILLAND JET AIRLINER AT LONDON AIRPORT AFTER COMPLETING ITS WORLD TOUR: It is standing close to the memorial to Sir John Alcock and Sir Arthur Whitten Brown, the first men to fly the Atlantic. The Comet III completed its global flight by flying non-stop from Montreal to London, a distance of about 3,350 statute miles, at an average speed of 548 miles an hour. The time from take-off to landing at London Airport was 6 hrs. 18 mins., but this time allows for a delay of 10 minutes when the Comet had to circle the airport owing to bad weather. Group-Captain John Cunningham, de Havilland's chief test pilot, who piloted the Comet, again stressed on landing that no attempts had been made to create records. *On left*—Sir Miles Thomas, Chairman of B.O.A.C., greets Group-Captain Cunningham at the end of the flight. In the centre is Captain Peter Bugge, the co-pilot.

A TRAIN RUNS BACKWARDS AND LEAVES THE RAILS

AN ODD MISHAP IN LANCASHIRE: Some of the coaches have toppled from the track in the cutting leading to the 2,000-yard-long tunnel near Darwen, in Lancashire. The train was bound from Colne to Euston Terminus, in London. It had entered the steep incline of the tunnel when it gradually stopped and went into reverse. The coaches gathered speed as they backed down a gradient of 1 in 75. After about 200 yards, however, the guard's van ran over the catch-points, which form a safety device designed to throw a train running in reverse off the rails. Nevertheless, four people in the coaches which were derailed were injured. Railway authorities believe that the reason for this curious accident was that the train was too heavy for the locomotive to pull up the gradient.

WELCOME TO 1956

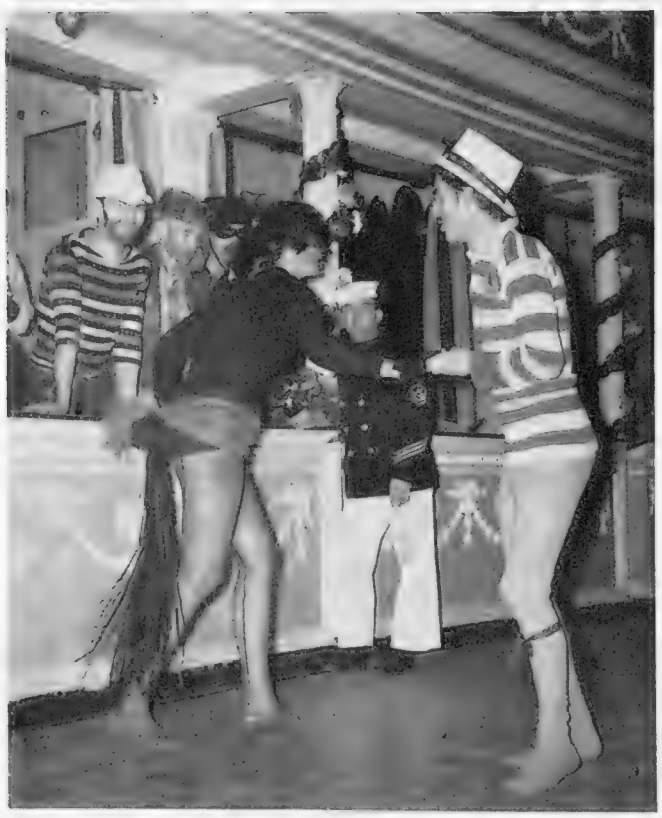
Scenes in London at the Turn of the Year

REVELS IN PROGRESS : Street signs and lamp-posts are climbed in Piccadilly Circus while the police keep watchful eyes on the revellers.

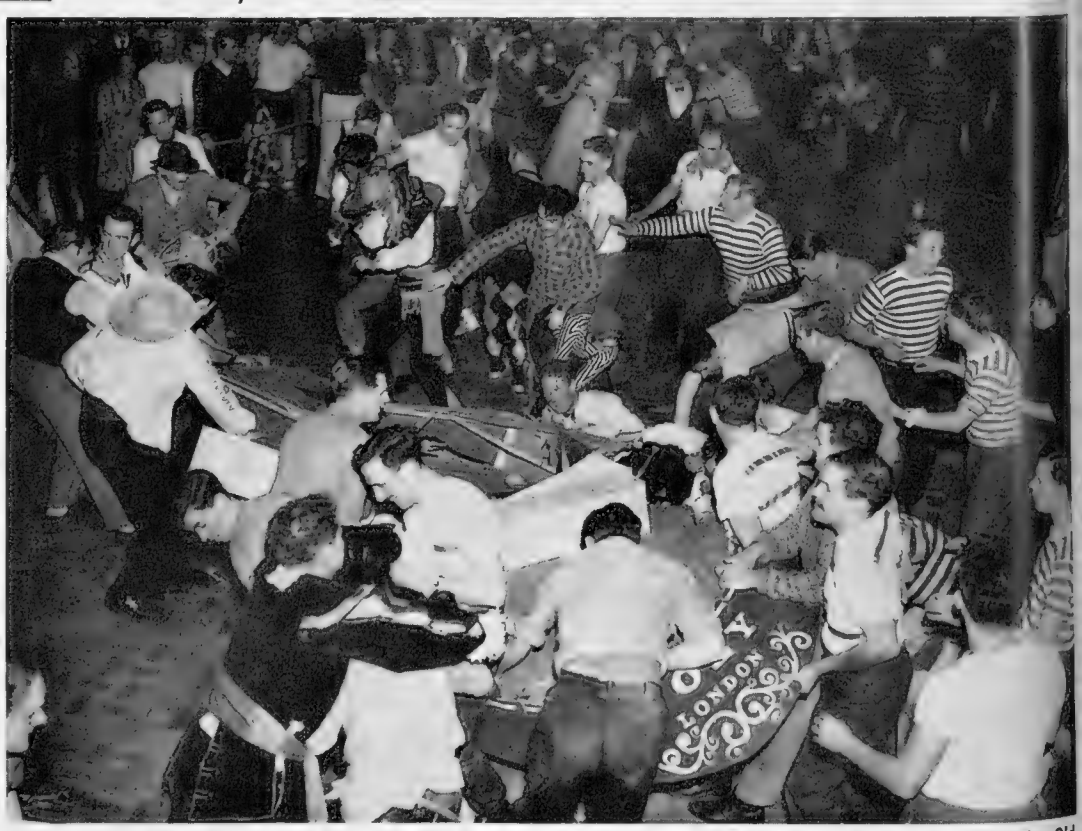
THE NEW YEAR IN PICCADILLY CIRCUS : Thousands of people are crammed into the area round the statue of Eros and in the streets approaching the Circus as the clock strikes midnight.

On left—
MIDNIGHT AT A LONDON BALL : From the left—Mr. Jon Pertwee, Mr. Donald Sinden and Mr. Macdonald Hobley and (right foreground) Mrs. Jon Pertwee join in singing "Auld Lang Syne" at the New Year's Eve ball which was held in aid of the Royal London Society for the Blind.

On right—
THE SPIRIT OF 1956 ARRIVES : Brought in by her attendants, she emerges from a nest of balloons at the Royal London Society's ball.



HORSEPLAY AT THE ROYAL ALBERT HALL : Two dancers at the Chelsea Arts Ball are watched by a motley "crew" in a box. This now traditional New Year event was once again most popular.



THEY CELEBRATED A DAY EARLY : The traditional fight between dancers and the stewards provided by the Old Blues Rugby Football Club as an assault is made on the floats at the Chelsea Arts Ball. Despite the fact that the Ball was held a day early last year, the occasion lacked none of its customary boisterousness.

"BOW BELLS"—THE THEME AT LAST YEAR'S CHELSEA ARTS BALL : The scramble for the balloons as some of the 9,000 which descended on the dancers in the Royal Albert Hall were released. *On left*—Some of the 5,000 dancers crowd the floor around the Bow centrepiece and floats.

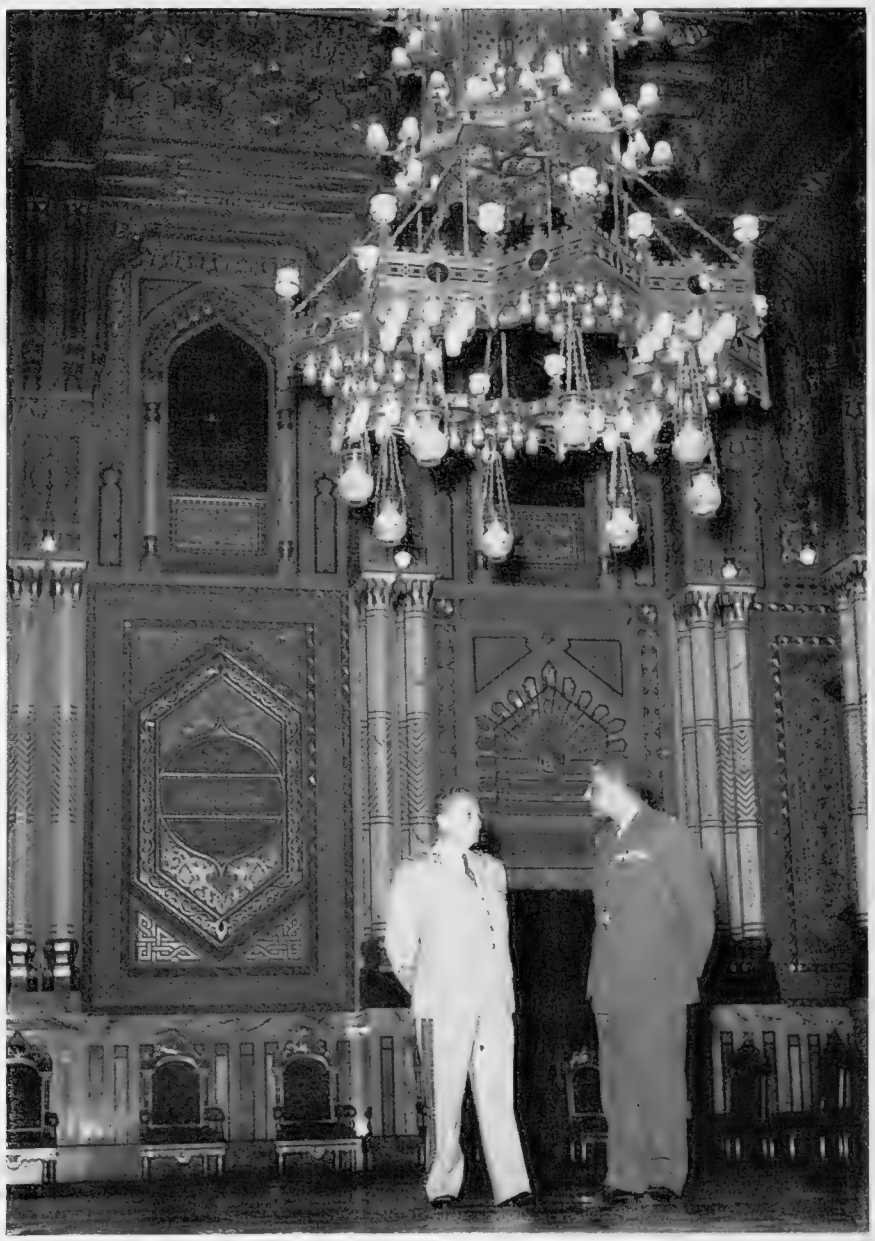
"Bow Bells will ring again," and at the Royal Albert Hall last Friday they did indeed ring out. It was only a recording of the famed bells, but the Lord Mayor of London was himself at hand at the Chelsea Arts Ball to reassure the traditional large assembly of New Year revellers that, with the aid of funds which he was now raising, it might be possible to restore the famed bells in the near future. Meanwhile, the dancers were beguiled by the pageant of London which the art students had provided to illustrate this year's artistic theme, "Bow Bells." From the centrepiece depicting St. Mary-le-Bow there emanated sinister spirits. Around it was a fire-engine of fantastic design, manned by grotesque firemen with very smart helmets. This float, representing "London Burning," was made by the Royal Academy School. In the presence of the Lord Mayor there was a pageant of a medieval Lord Mayor's Show, given by the Croydon School of Art. The St. Martin's School presented a number of its students as oranges and lemons, five farthings, and, of course, "belles." From the Kingston School of Art came the animals of Trafalgar Square, and from the Architectural Association a surprising collection of kippers and Billingsgate fish porters.

MARSHAL TITO IN EGYPT

The Yugoslav President Goes Sightseeing at the Beginning of a Visit which is of Considerable Diplomatic Importance to Egypt

MARSHAL TITO AMID THE PYRAMIDS: The Yugoslav President smiles happily as he leaves the Sphinx and Pyramids at Giza in the fading light. Marshal Tito's host, Colonel Nasser, waves in reply to cheers; on his left is Mrs. Broz, President Tito's wife. She had joined her husband at the beginning of his ten-day tour of Egypt, which coincided with the New Year holidays. Marshal Tito looked sunburnt from the short visit to Ethiopia, which had preceded his arrival in Egypt.

***On right*— YUGOSLAVIA'S PRESIDENT DELVES INTO EGYPT'S PAST: Marshal Tito stops to point out to his wife a huge slab on the pyramid site at Giza. Immediately behind the Yugoslav guests, heading a retinue of diplomats, soldiers and reporters, is the Egyptian Premier.**



STATESMEN IN UNIFORM—PRESIDENT AND PREMIER MEET: Marshal Tito and Colonel Nasser stand beneath a huge ornate chandelier in the great reception room of the Abdin Palace in Cairo. The Yugoslav President was given a spectacular welcome.

For Colonel Nasser, the Egyptian Prime Minister, the visit to Egypt of President Tito of Yugoslavia has been of considerable significance. The head of a state of considerable importance in Europe, who has personally been one of the most influential statesmen of the post-war period, came to Cairo for talks with a republic that is young and still struggling to find its feet in the diplomatic world. The discussions which took place during Marshal Tito's ten-day visit, while providing Marshal Tito with a first-hand account of Middle East problems, must have proved of great value to Colonel Nasser in his efforts to gain experience in international diplomacy. The tribute which Marshal Tito paid to the young republic by his visit was reciprocated by the Egyptian Government, who staged a most spectacular welcome for the Yugoslav President and his retinue. Nor were they unstinting in their hospitality, and one of the first engagements was a sightseeing tour of Giza. The President and his wife, Mrs. Broz, who had joined him for the New Year, were shown the marvels of Ancient Egypt—the Pyramids and the Sphinx—as well as the recently discovered solar boats. Later, the visitors were given an opportunity of seeing two contrasting aspects of Egypt. At Luxor they were shown the great pyramids of the Pharaohs, while at Aswan they saw the site for the High Dam.

INSPECTING THE EGYPTIAN REPUBLIC'S PROUDEST FIND: Dr. Mustafa Amer, head of the Egyptian Department of Antiquities, explains to Marshal Tito, his wife and Colonel Nasser how the solar boats were discovered.

GETTING DOWN TO BUSINESS: The Egyptian and Yugoslav delegates are seen at the beginning of their talks in the Kubbeh Palace, Cairo. At left is Colonel Nasser, sitting between Mr. Hussein Rushdy, on his left, and Dr. Mahmoud Fawzi, the Egyptian Foreign Minister. At right, Marshal Tito sits between his Foreign Minister, Mr. Koca Popovic, on his right, and Mr. Peter Stambolic, the President of the Serbian Assembly.

B.O.A.C. RECEIVES THE BRITANNIA

The First Two Bristol Britannia Turbo-Prop Airliners are handed over to BOAC

The Bristol Britannia 100 has a wing span of 43 metres (140 ft.) and an all-up weight of 150,000 lb. It is fitted with Proteus turbine-propeller engines, each giving 3,780 equivalent horse-power. A slightly modified version will attain 4,000 h.p. Its cruising speed will be 375 m.p.h., and it can carry its maximum payload of 25,000 lb. for 3,730 miles. With a length of 114 ft. and a height of 36 ft. 8 ins., it is at the moment the largest airliner flying. Since its maiden flight on August 16, 1952, the Britannia has undergone 20,000 simulated flying hours during the pressure fatigue tests carried out in the water tank at Farnborough. It is doubtful if any airline has yet received a more thoroughly tested aircraft, for the Air Registration Board has made its requirements for highly pressurized aircraft much more stringent since the Comet I disasters.

The new Britannia airliners will first be used on the Johannesburg route. Later they will take over the Ceylon and Far East services. A total of thirty-three Britannia airliners are on order, and will be delivered at the rate of about one a month.

THE FIRST BRITANNIA LANDS: One of the two Bristol Britannia airliners recently delivered to B.O.A.C. is seen landing at London Airport after its delivery flight from the Bristol Company's aerodrome at Filton.

On left—
THE CHAIRMAN AT THE CONTROLS: Sir Miles Thomas, Chairman of B.O.A.C., seated in the cockpit of the first Britannia which he had taken over on behalf of his Corporation.

On right—
ACCEPTING THE BRITANNIA: Sir Miles Thomas (left) shakes hands with Sir Reginald Verdon, Chairman of the Bristol Aeroplane Company.

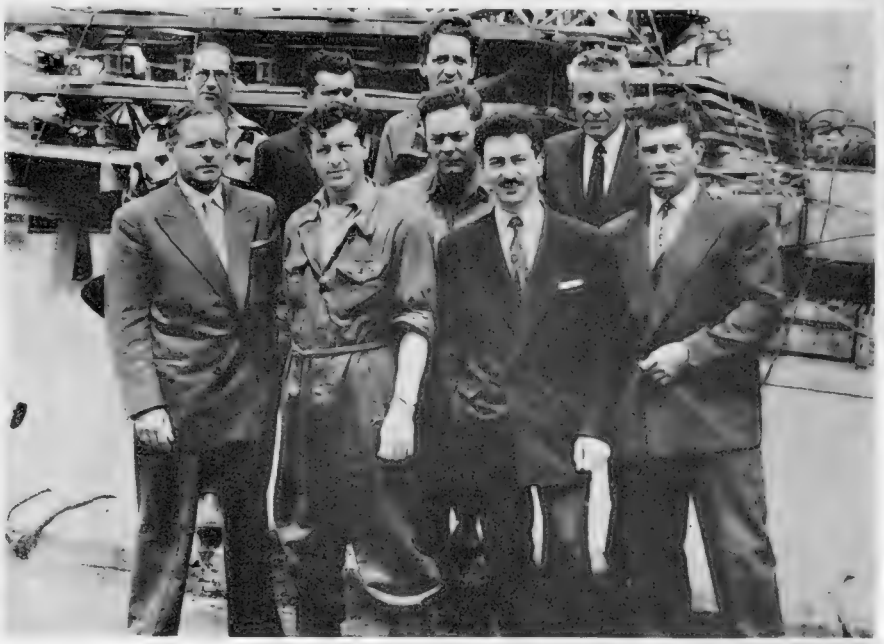
THE FIRST OF MANY IS HANDED OVER: A general view during the handing-over ceremony in one of B.O.A.C.'s new hangars at London Airport. Commenting on the delivery Sir Miles Thomas described the Britannia as the "largest, fastest, steadiest and, I believe, the most economical turbo-prop aircraft in the world." The Britannia will have to compete with the new American turbo-jet airliners and will offer smoothness, comfort and economy in operational costs as an alternative to their high speed.

THREE WAYS TO ANTARCTICA

British, French and American Expeditions Leave by Different Routes for the South Pole to Maintain Existing Bases and Establish New Ones

THE "SHACKLETON" SAILS FROM SOUTHAMPTON: The Royal Research ship *Shackleton* grazes her stern on the quay wall as she sets out on her voyage. On board are scientists and technicians who are going as reliefs to some of the outposts set up by the Falkland Islands Dependencies Survey. She also carries equipment and stores for the coming year. As she sailed, the Colonial Office announced that three members of the survey group at the Anvers Island Base who are due to be relieved by those in the *Shackleton* had climbed Mount Francis, one of the highest mountains in the British South Polar region.

LINING THE RAILS IN FAREWELL: Scientists and technicians on board the *Shackleton* lean on the vessel's rails as she sailed from Southampton last week. From left to right are Mr. Barry Golborne, Mr. Derek Skilling, Mr. Fred Wooden, Mr. George Ibbotson, Mr. James Medell, Mr. Alan Freer, Mr. Frank Ryan, Mr. David Moore, Mr. Michael Orford, Mr. Jack Hill and Mr. Roger Todd-White. They left England in mid-winter and are due to arrive in mid-summer in the Antarctic.



ON THE LAST STAGE TO THE SOUTH POLE: Members of the French Expedition to the Antarctic on board the chartered Norwegian ice-breaker *Norsel*, at Elizabeth Street Pier, Hobart, Tasmania. They plan to sail to the French base at Adelie Land, and from there several members of the party are expecting to trek 400 miles to the Magnetic South Pole. On the right is Robert Guillard, the leader of the party, and behind him is Paul-Emile Victor, the Director of the "French Polar Expedition."

On left—

AIRBORNE FOR THE SOUTH POLE: A Neptune aircraft of the American Antarctic Expedition, "Operation Deep Freeze," using Jato fuel bottles for extra thrust, takes off from New Zealand for the South Pole. The expedition is to establish bases for the 1957-1958 geophysical year.

SAILING FROM LYTTLETON, NEW ZEALAND: The ice-braker *Glacier*, of the American Antarctic Expedition, sails from the port where Captain Scott began his ill-fated voyage to the South Pole in 1910. Members of the crew are stowing equipment.

CHEERING THE "ARNEB": Crowds line the quayside at Lyttleton, New Zealand, as the *Arneb*, another ship belonging to the American Expedition, leaves the port. She is to help in setting up bases in McMurdo Sound and at the South Pole.

OLYMPIC PREPARATIONS

Snow and New Arenas at Cortina d'Ampezzo are Ready to Greet the Competitors Now in Training for this Month's Winter Olympic Games

THE FIRST HEAVY SNOWFALL OF THE WINTER COMES TO OLYMPIC CORTINA: *On left*—The new Italia ski jump in the snow-covered wooded valley at Zuel, near Cortina d'Ampezzo. This resort in Northern Italy will be the scene of the Winter Olympic Games from January 26 until February 5. *Above right*—The Snow Stadium fulfils the promise of its name.

SNOW AND ICE COME TO THE ICE STADIUM AND SKATING-RINK: The Ice stadium which will see the opening ceremony of the VIIth Winter Olympic Games later this month, is at present covered in deep snow. *On left*—Lake Misurina, the natural ice rink, with its layer of ice.

THE UNITED STATES OLYMPIC SKI TEAMS TRAIN AT ZUERS, IN AUSTRIA: *On left*—The men who are in training are (from left) Marvin Melville, Tom Corcoran, Bill Beck, Bud Werner, Dick Mitchell, Ralph Miller, Marvin Moriarty, Brookie Dodge, Less Streeter and Bobo Sheehan, the coach. *On right*—The women, who are (from left) Mrs. Dorothy Surgenor, Miss Penny Pitou, Mrs. Andy Mead-Lawrence, Miss Skeeter Werner, and Miss Katie Rodolph. The Australian ski team also trained at Zuers.

NEWS FROM EAST AND WEST

A Pictorial Survey of Recent Events in Asia, Europe and America

THE FRUITS OF TRAVELLING TO MOSCOW—A PRESENT FOR MR. NEHRU: The Indian Prime Minister looks at a tractor which was formally presented to him on behalf of the Soviet Government at a ceremony in New Delhi. At right is Mr. M. A. Menshikov, the Soviet Ambassador in India, who made the presentation to Mr. Nehru, and in the centre is Mr. A. P. Jain, Minister of Food and Agriculture. The tractor, together with other agricultural implements, had been given as personal presents to Mr. Nehru when he visited the Soviet Union last year.

BRITISH TANKS FOR EGYPT: Some of the fifty Valentine tanks which left on board the Egyptian vessel *El Kahira* last month are seen on the ship at Antwerp. In the foreground is a considerable quantity of steel scrap which was also sent through the port.

Recent investigation has made it clear that large quantities of heavy arms and military equipment have been sent from the port of Antwerp both to Egypt and to Israel during the past few months. Most of the vehicles, such as tanks and armoured cars, have come from Britain. These vehicles, mainly light Valentines, but some Centurions as well, were bought or found as scrap, and re-sold to the Egyptian and Israeli Governments. Ships from these two countries have been calling at Antwerp, where the arms have been loaded. Any legal complications that may have arisen from this trafficking were overcome by designating the tanks as tractors. Indeed, many of the tanks hardly looked warlike in their dismantled state. But a mobile workshop on the quayside soon made them look fit for action, and with the coats of paint that were applied during the voyage to the Middle East they quickly came to give a battle-worthy impression.

RELEASED IN JAPAN—TWO WAR CRIMINALS: The former Marquis Koichi Kido (left) and Hiroshi Oshima, are greeted as they leave Sugamo Prison in Tokyo. They had been released on parole after serving ten years of a life sentence as major war criminals. Kido was formerly Lord Keeper of the Privy Seal, and Oshima, Ambassador to Germany.

RELEASED IN CHINA—TWO MISSIONARIES: *On left*—Dr. Homer Bradshaw (centre) is assisted from the frontier post at Hong Kong after his release from Communist China, where he had been imprisoned since 1951. He is flanked by Dr. Henry Little, the acting Chinese Field Representative of the Board of Foreign Missions of the Presbyterian Church in America, and by Miss Margaret Strathie, a British Red Cross representative. *On right*—Mrs. Bradshaw is escorted by Chief Superintendent Gordon of the Hong Kong police, and Dr. Wilde, a Hong Kong Government doctor. Both the American missionaries were pitifully weak and undernourished when they crossed over the border to freedom. They were immediately taken to hospital in Hong Kong.

A RELIC OF AMERICAN HISTORY IS DESTROYED BY FIRE: The Wayside Inn at Sudbury, Massachusetts, is covered with ice and snow on the morning after it had been destroyed by a fire. In very low temperatures firemen had to break through 19 ins. of ice in order to get water for their hoses. Part of the east wing was saved. The Wayside Inn, which dates to 1686, has sheltered such American revolutionary figures as George Washington and Lafayette. It was immortalised by Longfellow in his poems.

HENRY MOORE'S MURAL IN BRICK: This remarkable development of modern art was unveiled last month by Mr. H. J. Evans, the British Consul-General in Rotterdam. It is on part of the new section of the International Building Centre in the Dutch city. The mural by the British sculptor, Henry Moore, is in the red brick of the rest of the building.

THE FIRST SOVIET AMBASSADOR TO WESTERN GERMANY ARRIVES AT BONN : Mr. Zorin (centre) walks away from his aircraft on Wahn Airfield after his arrival from East Berlin. He is taking up his post as Soviet Ambassador to the Federal Republic in accordance with the agreement reached between Dr. Adenauer and the Soviet leaders in Moscow last September. Mr. Zorin, who was accompanied by his wife, was met by only a small West German party of officials. He was expected to present his credentials this week.

THE PEACE TALKS IN MALAYA THAT FAILED : Leading the way to meet the Communist Chinese representative at Baling, near the Siamese border, are, Sir Chen Lock-Tan, chairman of the Malayan Chinese Association, left, and Tengku Abdul Rahman, Chief Minister of Malaya ; on right is Mr. Marshall, Chief Minister of Singapore.

From his jungle hideout last week stepped a man who has had a price of £30,000 on his head. He was Chin Peng, for nearly eight years leader of the Communist bandits in Malaya, and he had come to parley with the newly elected Chief Minister of Malaya, Tengku Abdul Rahman. It was soon apparent that his sole object was the recognition of the Malayan Communist Party. But this was steadfastly refused by the Malayan Chief Minister. Chin Peng, for his part, made it quite clear that he was under the orders of the Communist Central Committee never to surrender. The inability of the two sides to agree even on the basic issue of when the Communist warfare in Malaya should come to an end led to a breakdown in the talks on only the second day. Back to his jungle lair went the bandit leader, implacable towards non-Communist Malays and Chinese.

ACROSS THE ST. LAWRENCE SEAWAY—A PERMANENT BRIDGE FOR A POWER STATION : This bridge, linking the United States with Barnhart Island, was opened to traffic last month. Replacing a temporary floating bridge which had to be removed before substantial ice forms in the St. Lawrence River, the permanent bridge will carry road and rail traffic to the island on which the American part of the St. Lawrence power project is being constructed. Considerable difficulty was experienced in building the bridge, for on this section of the river the current is swift, reaching a speed of 15 m.p.h. The cost of the bridge was nearly £2,000,000.

THE BANDIT LEADER LEAVES HIS LAIR : Chin Peng, who first asked for clean underwear when he emerged from the jungle at the Baling conference. With him are Abdul Rasvhid bin Mydin (left) and Chen Tien.

THE TRIBESMEN FROM THE MOUNTAINS OF INDO-CHINA COME TO SAIGON TO PLEDGE THEIR LOYALTY TO THE NEW REPUBLIC : *On left*—The first President of Viet Nam, Ngo Dinh Diem, hears prayers recited by a Djarai priest. *On right*—Leaders of some of the mountain tribes present gifts to the President as a token of their loyalty. While the Djarai priest was reciting his prayer, a servant sprinkled buffalo blood on Ngo Dinh Diem's bare foot, which was rested on the statuette of an elephant. After the sprinkling the President's foot was wiped with a white cloth. The symbolic significance of this act is that the elephant represents strength, the blood loyalty, and the white cotton the purity of a healthy body.

CHRISTMAS FLOODS IN CALIFORNIA

Nearly 60,000 People are Mad Homeless in the American Regio Designated "Disaster Areas"

California is renowned throughout the wor for its equable climate, so that the ne of the disastrous Christmas which ma thousands of the State's inhabitants had endure came as an unexpected shock. Ve mild weather in the middle of last mon caused a rapid melting of the snows in t mountains of northern California, southe Oregon and western Nevada. This w accompanied by torrential rainstorms. T numerous rivers and creeks burst their banks, a quickly turned cities and plains into huge lak

Not 100 miles from San Francisco the pea orchards, for which California is renowned, we ravaged by the floods. Almost the entire tow ships of Marysville and Yuba City, surrounde by the Rivers Feather and Yuba, had to evacuated. Some 20,000 people thus had spend their Christmas in strange surroundin not knowing whether their homes were s standing or if they had been swept away l many of the buildings they saw floating do the swollen rivers.

Throughout the areas in the three Stat embroiled in the catastrophe communication were completely disrupted, and as the Christm holiday came to an end, it was still impossibl to assess with any certainty the toll that th waters had exacted. It was known, however that nearly 60,000 people had been made home less, and more than forty had lost their live Without hesitation, President Eisenhower de clared the flooded regions to be disaster area

WHERE THE FLOODWATERS WERE AT THEIR HIGHEST FOR 100 YEARS : The Californian summer resort of Guerneville, to the north of San Francisco, is flooded by the waters of the Russian River, which reached a level of nearly 50 ft. at the Christmas week-end. Melting snows and raging storms had caused disastrous flooding in California, Oregon and western Nevada.

A HELICOPTER TO THE RESCUE : A Navy helicopter makes its preparations to remove two men from a tree in an orchard near Yuba City, where almost the entire population was evacuated when the levees broke there. Helicopters of the U.S. Navy, Army, Air Force and Coastguard took part in the rescue operations.

NO SCHOOL TO-DAY The large building which houses the Luther Burbank Elementary Schoo in Stockton stands isolated by the floodwaters, which at that time had reached a heigh of over 4 ft. More than 3,000 people were made homeless when the Mormon Channel i Stockton overflowed. Altogether, some 60,000 people had to be evacuated at Christmas

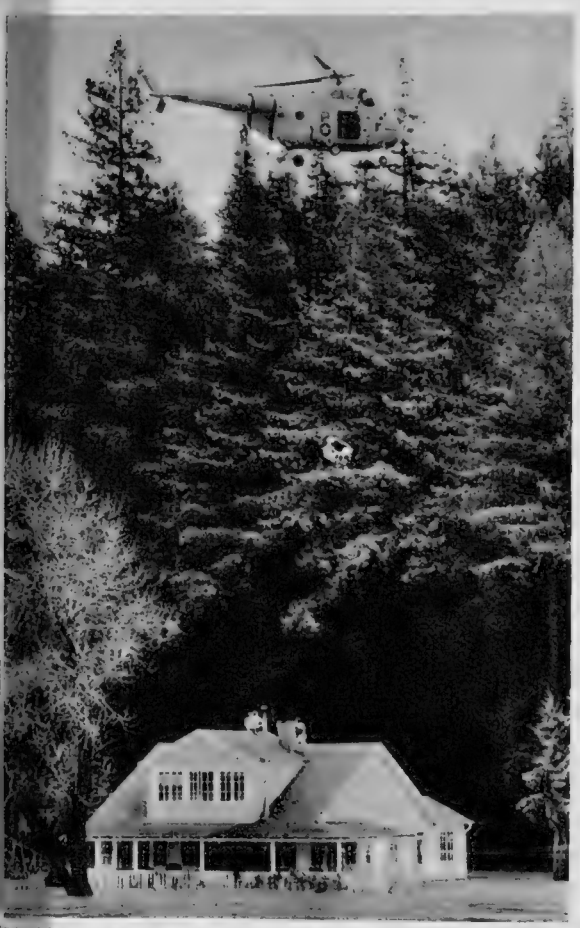
ONCE THIS WAS THE ROOF OF A HOUSE : Now a mass of debris, this portion of a home in Eureka, California, floats down the surging waters of the Eel River. Many houses were reported floating down the flooded rivers of northern and central California, and on some of them their inhabitants were still seen clinging to the roof, shouting for help

PARKED ON THE WRONG SIDE OF THE STREET : A motor fishing-boat is beached on the boulders by a highway at Belvedere after she had broken loose from her moorings in the gales which preceded the great floods.

THE TOWN THAT BECAME AN ISLAND : The town of Marysville is completely surrounded by the waters of the Feather River, in the foreground, and the Yuba River, in the background. In the centre is the bridge over the Feather River, which was the only means of escape ; it is seen jammed with cars. Almost the entire population, some 15,000, had to be evacuated from Marysville, known as the peach capital of California.

On left—

THE ROAD THAT BECAME A WATERFALL : A problem of navigation presented itself to motorists on South Oregon highway, not far from the Californian border.



TO SAFETY BY BASKET : A U.S. Air Force helicopter hovers above a house in Guerneville as it pulls up in a basket members of a family marooned in their home.

RENDEZVOUS WITH SURVIVAL : Boats take evacuees from Yuba City to the dry part of the road leading to the bridge across the Yuba River. Across the bridge lies Marysville, itself cut off by floodwaters and later evacuated when the protective dykes around the town could no longer contain the overflowing river waters.

"DAMNED MERIT"

The Centenary of the Victoria Cross and Some Reflections on Various Honours

By JOHN GORE

"DAMNED MERIT."—The institution of the Victoria Cross for valour in war is dated from January 29, 1856, though it was made retrospective to cover deeds of signal gallantry in the Crimea campaign. The Queen and the Prince Consort embraced the idea and the Prince designed the Cross.

The first recipient was a naval officer, Lieutenant C. D. Lucas, and three heroes of the Alma, Colonel Bell, Sergeant McKechnie and Private Reynolds, were brought into the scheme. In a hundred years 1,347 crosses have been awarded, and naturally the Army has had the lion's share. The figures are: Navy 118, Army 864, R.A.F. (late in the field) 31; 329 crosses have gone to Dominions and Colonies and Protectorates, and four to civilians (in the Indian Mutiny). It has also been awarded to the American Unknown Warrior. To-day about 400 holders survive. Those are the statistical facts. Many interesting reflections arise out of them.

For instance, this front-rank honour is perhaps the only one of a plethora of long-established honours which has never been awarded for anything below a standard of merit rare in humanity; a standard which certainly can incite and has invited comparison between the deeds which won the award, but never a complaint that it was awarded for mediocrity in human courage.

It is quite reasonable to compare the deeds of valour which won Cheshire (for example) his cross with some of the deeds which earlier won crosses on famous fields.

Higher Standards?—We know, too, that the standards requisite were stepped up towards the end of the First World War, and that many an M.C. won in 1917 and 1918 were given for heroism as great as that which won V.C.s in the Boer and earlier wars. And that raises another speculation. Has humanity (or super-humanity) in the last fifty years continually improved in the virtue of courage, and if it has, has it done so without any help from that familiarity with once undreamed-of risks which breeds contempt for danger? Were Lieutenant Lucas, Colonel Bell and Private Reynolds of such quality as Gibson and Cheshire and capable nightly, for months on end, of risking almost certain death or maiming, or were they men who for one glorious hour went berserk with their lives and reaped a quick reward with madman's luck?

Certainly standards have changed. When the Air Force came into being, a day's gallantry soon ceased to be "enough." The Cross was won for long-sustained, multiple acts of heroism, and has usually been so won since 1917 in the Army and Navy also. Familiarity with new dangers, of course, for all of us, frail or heroic, normal or superman, mitigates the nervousness with which we contemplate them. We are no longer terrified of entering a railway-train or driving along the roads at 20 m.p.h. We are no longer terrified by loud explosions in the air or on the ground. But, apart from the undoubted preliminary aid of that familiarity which breeds contempt, or at least mitigates uncertainty concerning the danger presented and to be faced, I have not the slightest doubt that ordinary people and extraordinary are to-day no braver than their fathers and grandfathers (and no wiser), and that our feather-bedded great-great-aunts and our Crimean heroes, once familiarised with the weapons to their hands and the conditions requiring supreme courage and calmness, could have given as good an account of themselves in 1940 as their grand-nephews and grand-nieces did. It is not human courage and endurance which have increased so much as opportunities for proving these virtues. And that, and that alone, is why the standards required to win a V.C. have been definitely stepped up until the courage of a day or an hour is "not enough."

Unchallenged Ceiling.—The Victoria Cross is placed and worn before any other order of chivalry or merit in any field, and it would perhaps be fair to say that it, and perhaps the Order of Merit, have never yet been awarded to persons who have not deserved them for outstanding services, different in degree, diverse in category, but all above a datum line which separates ordinary from extraordinary people. Almost every other order has on some occasion been mildly prostituted.

The Garter has been often awarded to mere privilege and for political influence. The Grand Crosses of the Orders have sometimes "gone by seniority," the D.S.O. was constantly debased in World War I. Knighthoods have been bought and sold and cosy orders are bestowed in regular ascending scales on those who serve the Sovereign in certain accepted fields. And even in the comparative purity of the divides to-day, flatterers, advertisers and backstair explorers still score their little successes.

The rising tide of democracy, the universal cry for equality, long since produced urges and surges in the broadcasting of honours and awards. Countries which once stood out against such gewgaws are nowadays multiplying them, Russia and America not excluded.

In France, the Legion of Honour, originally sternly restricted, is now a commonplace distinction, and England, always devoted to ribbons, has accumulated such a variety, so little restricted to special classes, that the half-yearly divide has lost some of its savour for the recipients, since it is far too long to be read through.

THE BOY V.C. OF THE BATTLE OF JUTLAND: John Travers Cornwell stands by his gun on the deck of H.M.S. *Chester* during the Battle of Jutland on May 31, 1916. This drawing by F. Matania was published in *The Sphere* for November 18, 1916. Throughout the battle Cornwell remained standing alone at a most exposed post, quietly awaiting orders until the end of the action, with the gun's crew dead or wounded around him. He himself was mortally wounded and died in hospital. For his heroism he was awarded the Victoria Cross. He was serving in the Navy as a boy and at the time of his death was not sixteen-and-a-half years old.

Democratising Honours.—It was an inevitable, perhaps a natural, process of equalisation and enfranchisement, but we went about it the wrong way. It was right that when the age of privilege began to die, a wider system of distributing orders should take its place. The wise and truly democratic way might have been to throw open the fine old, noble and other existing orders, to a wider class of recipients on merit. Instead, new orders were created with several grades, to supply the needs of democratic merit, while the older orders remained to be filled if possible from the old types of "recruits"—a muddled effort to combine tradition and privilege with democracy and equality which has resulted in a cumbersome, illogical, and indeed rather ridiculous distribution of loaves and fishes among the hungry; a distribution lacking the miracle of the feeding of the 5,000, for even to-day many "hungry sheep look up and are not fed."

When Carlyle was offered (and refused) a tardy honour, the G.C.B. was chosen to satisfy his merits. To-day, no doubt, the offer would have been the O.M. How much better, how much more satisfactory and dignified for all concerned if, when democracy began to growl, the old high orders of chivalry existing at the last decade of Queen Victoria's reign had been democratised and made available to all classes deserving of rewards for signal merit and no longer reserved for great noblemen with political patronage and for senior officials and officers of the Services, Civil and Military and Colonial. And how much better for all concerned if those orders had not only not been increased by new orders, but had been restricted to their then complements.

"When Everybody's Somebody . . ."—Had that been done, an honour to-day would mean something. It would imply a reward for signal merit to be won by any man in any field if his services and attainments justified it. It would carry no suspicion of privilege, of mere routine seniority, of a sop for redundancy, of a kicking upstairs, of backstair influences. It wasn't done. The Victorian Order was instituted in 1896. The First World War produced the Order of the British Empire in 1917, instituted for special services, open to both sexes and not even denied to those holding rank in the older orders; and to-day twice yearly it is so generously bestowed on all classes (in all its classes) that it defeats its purpose by making familiarity breed contempt for it. "When everybody's somebody, then no one's anybody." Moreover, in the effort to satisfy everybody's claim to be somebody, the Sovereign and Fount of Honour is put to infinite trouble, her advisers are pestered and bothered into loathing for this particular function, and all the "near-misses" are bitterly disgruntled.

What virtue, then, exists in an honour or reward reserved for men or women above the datum line or ceiling which you and I at the height of our vanity admit to be above the limit of our powers!

No doubt the routine bestowal of grades in the Orders of the Bath, Michael and George (and latterly the British Empire) to Service and Civil Service worthies was once justified for the work they did for Government and Ministers and as a makeweight for modest salaries. To-day they are better paid, all classes are in the firing-line and victories largely depend on scientists and chemists, propagandists and who-not. There remains no justification for reserving so large a share of these honours as a matter of routine for the Services.

As a nation we value our traditional pomps and vanities, and few of us would wish to scrap any of them recklessly. But we must move with the times if we are to remain a living nation and arrest a recent tendency to succumb to museumisation.

Garter Headaches.—Some of the principles of distributing the older orders badly need both broadening and tightening up by more precise selection. One, very ancient and splendid, does perhaps demand more radical treatment. The Order of the Garter has become a headache, an illogicality, almost a farce. As long as it remained for Prime Ministers a useful bribe for securing political support from rich noblemen with political patronage, Premiers squabbled over it, and everybody accepted the Garter as involving no damned merit. But when privilege died and political patronage was taken away, Premiers lost interest in the Garter and handed it back to the Sovereign as a "grace and favour" uninfluenced by their recommendations.

Since then, the Sovereign has tried hard to give it a flavour of merit, but has failed because the Socialists are shy of it. A Socialist K.G. is a rarity. The Order is practically confined to the older parties and still is sometimes unrepresentative of great merit as of party.

Unless some genius can suggest a miracle of reconstruction, it looks as if this fine old order should go while some of its dignity remains, and be one with the powdered footmen and the great country houses, pleasant memories of departed glories. The ladies of the Order need shed no tear over it. Its robes of ceremony are not flattering to their beauty.

There exists a negative of a photograph of King George VI and Queen Elizabeth in Garter Robes which should be destroyed, for it is very far from flattering.

But, no doubt, with all the urgent and serious problems which call for priority, these small matters will escape official attention for another decade or generation, and our Honours Lists will remain as large and as anomalous, as headache-making and as heart-breaking as ever.

The V.C. honour, at any rate for a hundred years, has kept its panache and still gives even more "trouble" to those who win it than to those who select for its bestowal. Every V.C. deserves to be the subject of a biography, though I sometimes think it should be written posthumously. For living V.C.s are usually reticent and modest men.

"GOLDEN EAGLE": The hen eagle is about to fly away after feeding a complete ptarmigan to the five-week-old young. This photograph, taken by Mr. H. Auger, of Swanpool, Lincoln, forms part of the new National Collection of Nature Photographs which has been established by the Nature Conservancy. The collection, consisting of outstanding pictures of birds, plants and animals, will be used for exhibitions at the Conservancy's London headquarters at Belgrave Square, and also sent on tour in a travelling exhibition or loaned for display at local exhibitions or meetings of particular importance. The first exhibition in the provinces will be held at Cardiff later this year. Mr. Auger's photograph was taken in the Scottish Highlands with a Thornton Pickard ¼-plate reflex camera and 8½-in. Serrac lens.

"SHORT-EARED OWL": Mr. Arthur Gilpin, of Leeds, took this photograph in the Orkneys where the bird is a fairly common resident. It shows the soft, fluffy edges of the feathers in the wings and tail of the female which enable the bird to fly silently in order to take its prey by surprise. The photographer has recorded that although the bird frequently passed within 2 ft. of his hide when he was taking the photograph, Mr. Gilpin could not hear the faintest sound from its wing-beats.

A NATIONAL COLLECTION OF NATURE PHOTOGRAPHS

Pictures of Birds Form a Prominent Part of the Nature Conservancy's New Collection of Photographs

The general aim of the new National Collection which has just been established by the Nature Conservancy is to build up a basic collection of outstanding photographs of birds, plants and animals to cover as many as possible of the species in Britain's Nature Reserves. The Zoological Photographic Club and the Nature Photographic Society have co-operated in the venture and an Advisory Committee of eight members has been appointed to select the photographs and to advise generally on related matters. Mr. Eric Hosking is the chairman of the Committee, whose members have been chosen from those having an intimate knowledge of what is being and has been done in bird, animal and plant photography.

The pictures in the National Collection are divided into three categories. They are: (*a*) a national collection of the highest standard of contemporary photographs; (*b*) a historical collection, and (*c*) a working collection of prints illustrating particular species in the Nature Reserves. Selections for the National Collection are being made from various sources and so far the support from the photographers has been extremely good. It is hoped that this support will continue and that it will be regarded as an honour for a nature photographer to have a picture chosen for the Collection.

A NATIONAL COLLECTION OF NATURE PHOTOGRAPHS

"MALLARD": In this photograph, taken by Mr. Ronald Hallam, of Skellingthorpe, near Lincoln, a mallard is seen at its nest. It is the common wild duck of Britain

"HERON": The bird rises to shake itself after sitting for two hours on the eggs in its nest in Norfolk. It was photographed by Mr. K. J. Carlson, of Norwich, in April 1953, from a "pylon hide," 45 ft. high and built of steel scaffold-poles.

"LESSER KESTREL—MALE": An adult male is seen at the entrance to its nest in the photograph taken by Mr. C. C. Doncaster, of Harpenden, Hertfordshire. The Lesser Kestrel is smaller and more brightly coloured than the Common Kestrel and, unlike the more familiar species, it is almost entirely insectivorous

"GANNETS": A group of gannets taken by Mr. Guy B. Farrar, of Hoylake, Cheshire, on the Bass Rock in early June when eggs are just hatching. It is estimated that over 10,000 gannets nest annually on the Bass Rock, the small rugged island which stands one mile out in the Firth of Forth. The nesting of the gannet is a prolonged affair, continuing into September, but it is mid-October before the birds leave the Rock. Crammed almost beak to beak, these large crash-divers of the sea are reluctant to fly away from their young, so the ornithologist's task of ringing them is comparatively easy. Gannets, if unmolested, are not dangerous birds, since the snapping bill and guttural cries of alarm are no more than display; but if frequently disturbed they can be dangerous and should always be treated as such.

"RED-THROATED DIVERS": A family group nesting by a river is recorded by Mr. Ian M. Thomson, of Aberfeldy, Perthshire. The cock bird is returning to the bank with a sand eel in its bill for the newly-hatched chicks which are hidden by the female. Mr. Thomson, who watched the operation, said that the chicks scrambled into the water to meet their father, and although they were smaller than the sand eels, the chicks managed to swallow them after a tremendous effort.

"EIDER DUCK": Mr. Ian Thomson took this photograph of the bird by its nest on Hascosay, Shetland, which is under the supervision of the Royal Society for the Protection of Birds. The nest was several hundred yards from the sea and away from the area where the skuas steal the duck's eggs and young. The day this photograph was taken it was very hot and the duck sat for two hours partly on the eggs without completely covering them because of the heat. The eider duck is known for its soft down with which it lines its nest.

"PTARMIGAN": Considered to be one of the hardiest of all British birds, it was photographed by Mr. H. Auger as it approached its nest on a mountain-top in the Scottish Highlands at an altitude of about 3,800 ft. Mr. Auger used a Rolleiflex camera.

A National Collection of Nature Photographs

On right—

"JAY": Mr. Harold Hems, of Dronfield, Sheffield, has photographed the male displaying his excitement by raising his crest after feeding the young. All the young are fed at every visit on regurgitated food and both cock and hen share the work. The photograph was taken in north-east Derbyshire.

"VARIANT WOOD-WARBLER—HEN": She is one of a pair bred in the Upper Wye Valley during the summer of 1954, and is remarkable for her unusual colouring, being pure white underneath and a pale primrose yellow on her head and back. This type of variation is known as "xanthochroism," and is extremely rare in wild birds. The photograph is by Mr. Eric Hosking, of London, chairman of the Committee responsible for the selection of pictures.

"HEN STONECHAT": A mid-May photograph taken by Mr. H. R. Lowes, of Leeds, from a hide close to a nest on a Dorset heath. Its characteristic call-note, like the clicking together of two pebbles, gives it its name. The stonechat likes to perch in a commanding position and usually favours the highest suitable position in the vicinity. Advantage was taken of this habit and the camera was focused on this perch near the nest.

THE HUNTING SEASON

Pictures from Four Meets that Took Place During Christmas week in Sussex, Essex, Buckinghamshire and Oxfordshire

THE HUNT MOVES OFF: The Huntsman leads the East Sussex Hunt down a narrow track soon after the pack had moved off. The meet took place on Boxing Day at Battle, in Sussex.

THE YOUNGER GENERATION MEET: The children's meet of the Essex and Suffolk Foxhounds leaves a field near The Beehive, in Crockleford, not far from Colchester, where the Hunt had met.

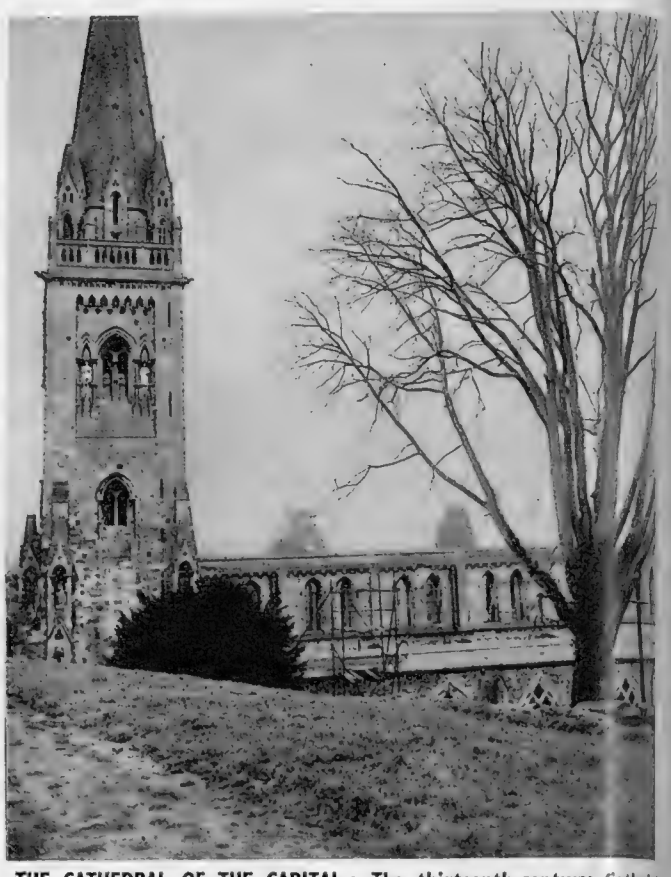
AT THE GATES OF BATTLE ABBEY: The hounds of the East Sussex Hunt are eager to be off as they wait for the word outside Battle Abbey. The Joint Masters of the Hunt, Major Davies Gilbert (on the left) and Captain Harding (on the right), are seen in the archway. The Huntsman, Ted Bartlett, is on the right.

THE FIELD GATHERS: This general view of the scene before the start of the children's meet of the Essex and Suffolk Foxhounds which was held in Christmas week gives some idea of the size of the field. It was made up largely of children.

THE WHADDON CHASE HUNT MEETS AT WINSLOW, NEAR BLETCHLEY, IN BUCKINGHAMSHIRE: Mr. Dorian Williams, Master of the Foxhounds, is seen in the centre with his fiancée, Miss Jennifer Neale, and with the Huntsman on the left. The meet was held on Boxing Day.

ANOTHER BOXING DAY MEET: Hounds of the South Oxfordshire Hunt move off to draw Scotch Grove nearby. The meet took place on Boxing Day, in the High Street at Thame. The pack can be seen moving down the High Street towards the open country.

PROCLAIMING CARDIFF'S NEW HONOUR : Outside the City Hall, the Town Clerk, Mr. Tapper-Jones, reads the proclamation making Cardiff the capital of Wales. Seated are the Lord Mayor, Alderman Chapman, the Lord Lieutenant of Glamorgan, Major Traherne and, extreme left, Mr. Llewellyn, M.P.



THE CATHEDRAL OF THE CAPITAL : The thirteenth-century Cathedral at Llandaff was most severely damaged by enemy bombing during the war. It will be some years before it is fully restored.

THE NEW WELSH CAPITAL

Pictures of Cardiff, which has been Formally Proclaimed the Capital of the Principality

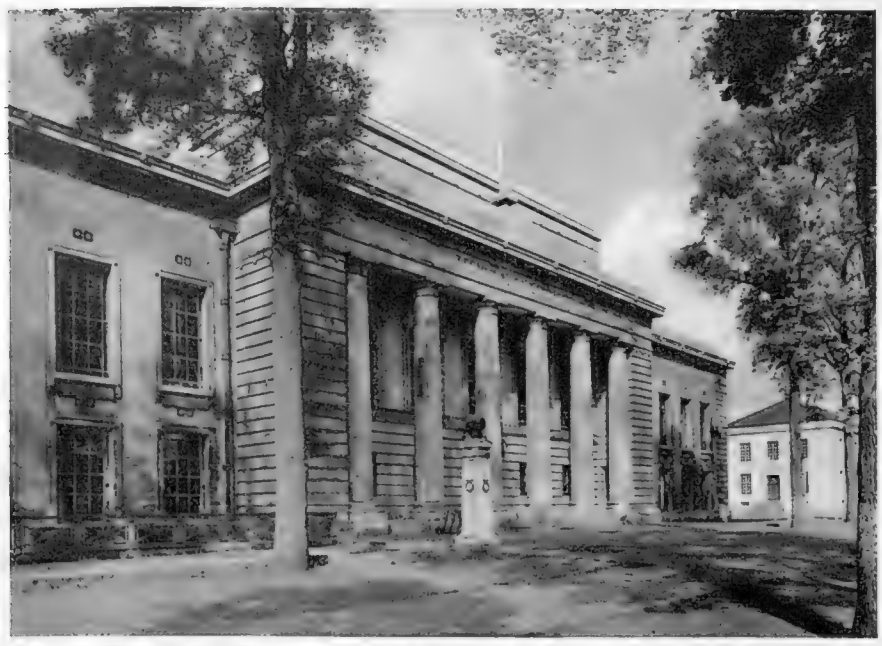
One of the last actions of Parliament before rising for the recess was to give Wales her long-desired capital of her own. This honour was conferred upon Cardiff in a written statement from Major Lloyd George, the Home Secretary and Minister for Welsh Affairs. It said that the Government was prepared to recognise Cardiff as the capital of the Principality and that no formal measures were necessary to give effect to this decision.

Until little more than 150 years ago, the Welsh capital was a small but ancient community dominated by a historic castle. From the end of the eighteenth century until 1947 the owners of the latter were the Marquesses of Bute. This family contributed much to the transformation of Cardiff into the combination of industrial centre and city of great architectural attraction which it is to-day.

It was around 1800 that Cardiff (with a population of slightly over 1,000) began to realise that it was the natural outlet for the "bla diamonds" of the rich coalfiel lying inland behind it. Within thir years the noble resident at the cast had accepted this view and provide the funds for the construction of the docks which were to be the firm foundation of modern Cardiff. Hi son carried on the same policy and the city grew rapidly in population. In spite of inevitable and bitte disputes between Capital and Labour in the last century and this, Cardi prospered.

Yet it is much more than a industrial centre. It is worthy i every way to be named a capital. Careful planning has made it one o the most beautiful cities in Britai Spacious parks have given it a almost unique magnificence. In on of them is the Civic Centre, as wel as the Law Courts, the Nationa Museum of Wales, educational co leges, the Welsh national temple o peace and health, and many other No one will dispute Cardiff's righ to its new honour.

A BUSY SHOPPING CENTRE : Duke Street, seen here from Cardiff Castle, might be considered the "West End" of the capital. People crowd to its shops from the valleys outside. On the right is the tower of the fifteenth-century church of St. John the Baptist, the Parish Church of Cardiff.



THE TECHNICAL COLLEGE : Its imposing building is part of the University College of Cardiff, which includes faculties in arts, science and music. Although primarily an industrial city, the Welsh capital has many educational facilities.

THE NATIONAL MUSEUM OF WALES : Opened by King George V in 1927, its purpose is "to teach the world about Wales and the Welsh people about their Fatherland." It has departments for archæology, art, botany, geology and zoology

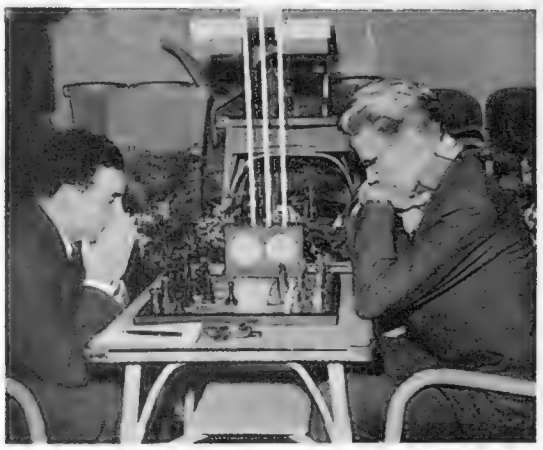
THE CITY HALL OF THE WELSH CAPITAL: Built in 1906, the groups of ornamental statues surrounding the parapet illustrate the history of Wales. The Hall is one of the magnificent public buildings in the Civic Centre in Cathays Park. Cardiff's town-planning can be compared favourably with that of any city of its size in the British Isles, and gives evidence of fact for the recent Government statement that "it is the city which should most appropriately be regarded as the capital of Wales."

THE CASTLE IS A TREASURE-HOUSE OF HISTORY: Its construction covers very nearly twenty centuries. The moat in the foreground is below a steep bank—a Roman fortification. Up it the wall runs to a Norman keep. The castle building has a late eighteenth-century wing (on right), but the central front is nineteenth century as is the Clock Tower (left). The neo-Gothic spire in the centre crowns a fifteenth-century tower. Nine years ago the Marquess of Bute handed over the castle to Cardiff

HOME NEWS IN PICTURES

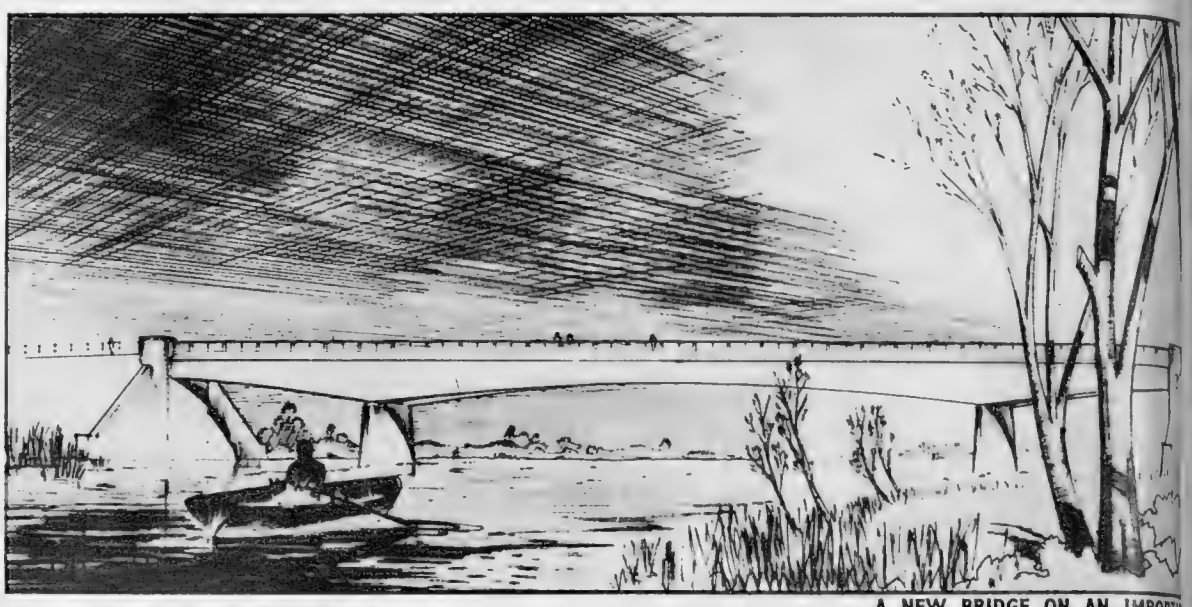
Chess; a New Bridge; an Old Street; Exhibitions and Lectures

THE OPENING OF THE INTERNATIONAL CHESS CONGRESS: Mr. Jacob Malik, the Ambassador of the Soviet Union to Great Britain, makes the first move to open the congress at Hastings. He said the tournament this year was "taking place in a very different international situation—a situation of definite relaxation of international tension."



IN PLAY: F. Olafsson, the champion of Iceland (on the right), caused a surprise on the first day by defeating M. Taimonov, a Grand Master of the U.S.S.R. *Below*—V. Korchnoi, from the Soviet Union (on left), is in play against J. Diez del Corral, of Spain.

SPORTSMAN AND SPORTSWOMAN OF THE YEAR: Gordon Pirie, the runner, and Pat Smythe, the horsewoman, receive their trophies from Mr. Iain Macleod, the Minister of Labour and National Service, at the presentation ceremony in London. The awards for the Sportsman and Sportswoman of the Year are given by the newspaper, the *Sporting Record*.



A NEW BRIDGE ON AN IMPORTANT BRITISH HIGHWAY: The artist has drawn an impression of how the bridge will look when complete over the River Trent, near Shardlow in Derbyshire. Work has already begun on it and good progress is reported on the construction. The bridge will carry the main London-Carlisle-Glasgow-Inverness road over the river at this point. It will have three spans of concrete and the carriageway will be 24 ft. wide. Its strength will be such that heavy traffic which hitherto has had to make a detour by way of Nottingham on the journey between Leicester and Derby will be able to use it. The total cost of the structure is estimated at £230,00

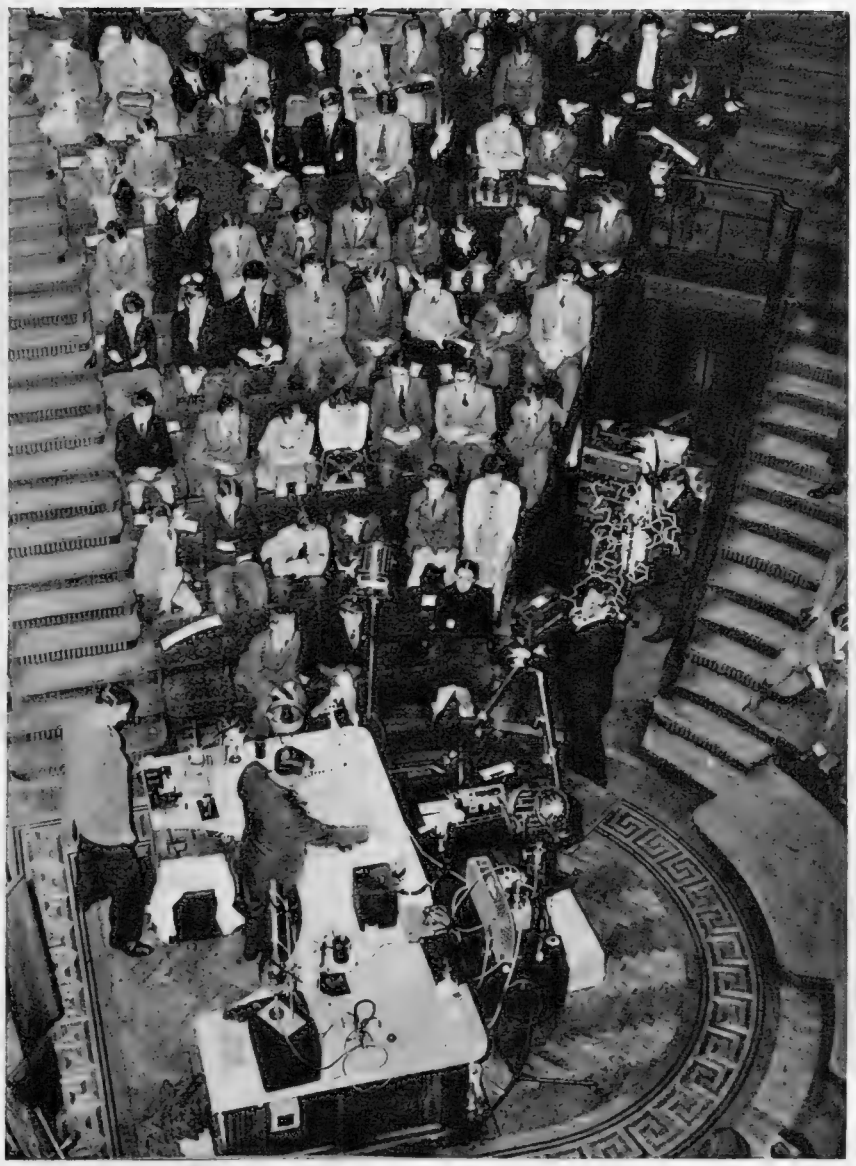
***On left*—**
WORK IN PROGRESS: A 7-ton derric lifts material during the excavation for one of the piers of the new bridge at Shardlow. The river here is the boundary between Leicestershire and Derbyshire. The new bridge will replace the old bridge, built in 17 and destroyed by floods nine years ago. Since then a temporary Bailey bridge has carried the traffic over the river.

PLANS FOR PRESERVING A FAMOUS VILLAGE STREET IN DEVON: The seventeenth-century cottages line both sides of the street at Newton St. Cyres, on the main road from Exeter to Barnstaple. This picture shows one of a number of dangerous bends at this point on the highway. The Ministry of Housing and Local Government, the Devon County Council and the Crediton Rural District Council are at present considering ways of preserving this beauty spot. Possibly a by-pass may be built round the village. Newton St. Cyres also has a fine Perpendicular church

AN IRVING EXHIBITION : These are some of the exhibits at the Saville Theatre, in London, in the exhibition arranged by Mr. Laurence Irving in memory of his grandfather, Sir Henry Irving. Mr. Laurence Irving is responsible for the costumes and settings in *The Wild Duck*,' at present at this theatre, pictures of which appear on page 30.

On left—

WEST MEETS EAST: Mrs. Suharmi Sentanu, the daughter of the Indonesian Ambassador signs her autograph after dancing at the Central Hall, in Westminster. She had given a recital of Music and Dance arranged by the Council for Education in World Citizenship.



THE YOUNG GENERATION OF THE ATOMIC AGE LISTEN TO BASIC FACTS : This is a section of the audience of young people who are listening to Professor H. W. Melville, Mason Professor of Chemistry at Birmingham University, talking about Big Molecules at the Royal Institution, in London, during a series of lectures. A molecule is the smallest structural unit of an atom.

THE NATIONAL BOAT SHOW : In a corner of the Empire Hall at Olympia, in London, are some of the exhibits in this year's exhibition organised by the Ship and Boat Builders' National Federation with the co-operation of the newspaper the *Daily Express*. Materials and gear for sailing vessels are on view, as well as more than 170 boats, ranging from dinghies to 44-ft. ten-berthed cruisers.

On right—**THE NAVY SHOWS ITS STRENGTH TO SCHOOLBOYS : A group of interested boys is gathered round a model of the aircraft-carrier H.M.S. *Bulwark* at the Schoolboy's Own Exhibition at the Royal Horticultural Hall, in Westminster. The model is constructed at the scale of 1 in. to 16 ft., and has on its deck miniatures of some of the aircraft which the full-sized 22,000-ton H.M.S. *Bulwark* carries.**

THE "MAYFLOWER II": Mr. Jack Holman completes the model of the famous ship *Mayflower* in the premises of Messrs. Upham, at Brixham, in Devon. A full-scale replica is now being constructed in this shipyard and next year will sail across the Atlantic to the United States, where she will be presented as a gift from the people of Britain to the people of America. The initial cost for building *Mayflower II* is being met by a London businessman, Mr. Felix Fenston, and the design for her has been made by a leading American naval architect. The final cost will probably reach £80,000.

THE WILD DUCK

Emlyn Williams in a New Adaptation at the Saville Theatre of Ibsen's Tragedy

AFTER THE PARTY: Emlyn Williams as Hjalmar Ekdal in the new production of Henrik Ibsen's *The Wild Duck*, at the Saville Theatre. He has just returned to his studio home from the party at the house of his patron, Haakon Werle.

MORE WORK FOR OLD EKDAL: George Relph as the broken old man Ekdal, who keeps the wild duck in his attic, shows the copying work he has been given by his late partner, Haakon Werle, to his daughter-in-law, Gina (Angela Baddeley), and (left) his young grand-daughter, Hedvig (Dorothy Tutin).

HJALMAR MAKES ANOTHER ATTEMPT TO WORK: Gina watches her husband, knowing that he has started yet another task which will inevitably be left to her to finish.

HJALMAR EKDAL ENTERTAINS: Round the table are (from left) Gregers Werle (Michael Gough); Hjalmar Ekdal; Hedvig; Dr. Relling (Laurence Hardy); Gina Ekdal; and Molvik (Robert Beaumont).

The tragedy of human ineffectiveness, Henrik Ibsen's *The Wild Duck*, has been newly adapted by Max Faber. The story of the fall of the Ekdals is intensely human and tragic. Old Ekdal has served a term of imprisonment for the perfidy of his partner Haakon Werle, who has established himself as patron of the old man and of his ineffective son, Hjalmar. Ekdal was a great hunter in his youth and now, in his second childhood, he keeps chickens, rabbits and the wild duck in an attic. The Ekdals are a loving, contented family until Gregers Werle, Haakon's idealistic son, determined that their affections shall be founded on truth, ends by ruining them. Gina Ekdal was Haakon's mistress before she married; Hedvig may be his daughter and not Hjalmar's. Hedvig, to prove her devotion to Hjalmar, who even doubts her love, determines to shoot the beloved wild duck and kills herself.

On left—

MRS. SORBY MAKES HER CONTRIBUTION TO THE DISSOLUTION OF THE EKDALS: It is Bertha Sorby's reference to Haakon Werle's failing sight which confirms Hjalmar's doubts of the legitimacy of his daughter, Hedvig, who also is going blind. From left to right are, Emlyn Williams, Laurence Hardy, Michael Gough, Peggy Livesey and Angela Baddeley.

FRANCE MAKES READY FOR THE POLLS

Preparations in and Around Paris for the General Election, which Took Place Last Monday

DONKEYS GIVE A LEAD: This is the election gambit employed by M. Michel Trecourt and his canvassers in the Parisian suburb of Neuilly. With his canvassers he parades the donkeys through the streets. The posters on the animals declare that, because they are asses, they are not voting for M. Trecourt's party, and that they are voting for the constituency's outgoing representatives in the National Assembly.

THE WOMEN PLAY THEIR PART: Officials of the French Union of Women Electors give a Press conference at their Paris headquarters, at which they made known their plans for the election. Women comprise 53 per cent. of the electorate, and a feature of the campaign was the importance attached to their vote on candidates.

THE PAPER ELECTION: In France, as in Britain, an election involves vast quantities of literature, official and otherwise. Some of it is here seen being prepared in the town hall of the eighth arrondissement in Paris. In town halls all over France such feverish activity compensated for the delay caused by the Christmas holiday.

THE BALLOT-BOXES ARE PREPARED: At Ivry, near Paris, workmen refurbish the ballot-boxes which were used throughout France for the first time since June 1951.

THE WAR OF WORDS: M. Edgar Faure, Prime Minister when the National Assembly was dissolved, addresses a meeting of the Rassemblement des Gauches Republicaines, in Paris.

THE WAR OF IDEAS: M. Jacques Duclos, the leading figure in the French Communist Party, sits in the front row (wearing spectacles) at a meeting of the "Republican Front," in Paris. Nearly 8,000 people attended this meeting, a reminder of the strength of the Communist Party, which in 1951 polled the most votes.

INCIDENTS OF LIFE IN CYPRUS

And a Demonstration by Cypriot Women and Children

AFTER A BOMB OUTRAGE IN NICOSIA : Troops are searching a car and its occupant in a street in the capital. This action followed the throwing of a bomb into a bar which is often patronised by Britons and Americans in Cyprus. Fifteen people were injured as a result of this terrorist outrage.

THE REGIMENTAL MASCOT ON PARADE : The model cat made of teak is carried on to the parade ground in Cyprus by Privates R. Reece (left), R. Beddow (right) and R. Kimberley (behind). They are members of the 1st Battalion the South Staffordshire Regiment and are bringing on the regimental mascot in the annual commemoration of the Battle of Ferozeshah, which the regiment fought in 1845.

ARMS MUST EVEN BE TAKEN TO THE BARBER'S : In the chair is Lance-Bombardier W. Harris, of Aylesbury, and sitting behind him is Sergeant R. Clarke, of Rugby. Everywhere they must keep their arms with them in case of attack.

On left—

ESCORT FOR AN AMBULANCE : Private Malcolm Edwards, of Leeds, has his Sten gun at the read while the ambulance is driving from Limassol to the military hospital in Nicosia. In a New Year message to Cyprus last week-end, Sir John Harding warned the terrorists that "their days are numbered."

ALWAYS ON THE ALERT : A British soldier is on duty in Nicosia, armed with his "fireguard" shield and baton. Although he may admire the dolls, he cannot relax his vigilance.

"RELEASE OUR MEN" : Women and children parade through the streets of the capital of Cyprus. They are relatives of men who were taken into detention by the authorities last month. The posters which they are carrying call on the Government to free their husbands and fathers.

A "FAMILY REUNION" OF ORIENT LINE SHIPS IN SYDNEY HARBOUR: These three liners, *Orcades* (foreground), *Oronsay* (centre) and *Otranto* are seen at Pyrmont, where they met towards the end of last year. It is most unusual to see them in port together and they represent in number one-half (and in tonnage more than one-half) of the Orient Line Fleet. On this particular occasion the *Orcades*, from London, via Panama and North America, had called at Sydney during a round world voyage: *Otranto* was "turning round" after a voyage from England, and *Oronsay*, out from London, was preparing for her voyage to Vancouver and San Francisco. In the special travel section Gordon Cooper refers to the Orient Line's cruises in the Mediterranean.

A ROYAL NAVAL SHIP SAILS FOR NEW ATOMIC TESTS: The former tank landing-ship H.M.S. *Narvik* sails from Portsmouth to take part in the third series of tests of British atomic weapons, which will take place in the area of the Monte Bello Islands, north-west of Australia. *Narvik*, wearing the broad pendant of the Commodore Special Squadron, has a full load displacement of about 5,000 tons and a ship's company of about 250. Later she will be joined by other British and Australian ships.

ON THE HIGHWAYS OF THE SEAS

Orient Liners in Sydney; H.M.S. "Narvik" Sails for Atomic Tests; a New Shell Tanker

On left—

S.T.S. "HARPULA" IS COMPLETED BY HARLAND AND WOLFF AT BELFAST AND HANDED OVER TO SHELL TANKERS LIMITED: The 18,000-ton (deadweight) single-screw turbine-driven oil tanker has been built for carrying petroleum in bulk. She is of usual tanker design, with machinery aft, poop, bridge and forecastle decks connected by fore and aft gangways, boat-deck aft, and navigating bridge amidships. 530 ft. long, she has a raked stem and cruiser stern, and the ship is divided by bulkheads into thirty-three cargo oil-carrying compartments. *Harpula* has one main cargo pump-room and a fore-hold pump-room, a cofferdam, a gas-tight cargo hold forward, and under this space a deep tank for oil fuel. Wing bunkers are also arranged for the carriage of oil fuel.

The World of Books—By VERNON FANE

MOTHER AND DAUGHTER

Madame de Sevigné's Letters ; Doctor Boas on Philip Sidney ; The Life of a Deer Calf ; New Novels and Historical Romances

THERE must be many of us who recall certain books which meant a great deal in childhood—in spite of the fact that they had to be read, annotated and commented upon under the instruction of our teachers. Reading such volumes again is an adult pleasure. An instance for me is the collection of LETTERS FROM MADAME DE SEVIGNÉ (Secker and Warburg. 30s.), as now selected and translated by Mrs. Violet Hammersley. Even though it is still impossible to like that daughter who was the object of most of the letters, and whom in his preface Mr. Somerset Maugham calls "cold, avaricious, though wildly extravagant, proud and unbending." However, Madame de Sevigné loved her, and presumably it is because she existed that we may now read these witty, observant and vital letters which are as near as the written word can come to spontaneous conversation.

About a hundred years earlier than this mercurial lady, lived a great Englishman who, in the words of Dr. Frederick Boas, is the representative Elizabethan. SIR PHILIP SIDNEY (Staples. 15s.) is a study of the life and writings of the immortal poet and soldier who was only thirty-two when he was fatally wounded at Zutphen. Dr. Boas's book is scholarly and the result of profound research into those different and sometimes contradictory aspects of Sidney's career, whether military, literary or political. It gives a fine picture of a man who found joy in his mind as in his body, who was both heroic and gentle, and of whom Fulke Greville, his childhood friend, wrote that he had "a lovely and familiar gravity."

THE BIRD WHICH LEARNT TO COUNT : "Star," a wild Great Tit, stands on the handle of a kettle. This is one of the many illustrations in *Living With Wild Birds* (Collins 15s.), by Len Howard. The opening chapters of the book relate the story of the astonishing intelligence of this bird. The volume also contains much other information from the experience of the author. Miss Howard will be remembered for her *Birds as Individuals*, now a classic of natural history.

IN THE WAKE OF DA GAMA (Skeffington. 15s.) is the story of Portuguese exploration and pioneering in East Africa between the years 1497 and 1729, and the foundation of an empire which once contained the whole East African coastline and is still represented by Mozambique, a colony which the Portuguese have administered for 450 years. Lady Claud Hamilton has brought enthusiasm, as well as careful fact-finding, to her subject and has made a fascinating book of a matter which has an extremely topical connotation.

There is so much based on personal experience in THE SINGING FOREST (Blackwood. 12s. 6d.) that it would be quite misleading to refer to it simply as a tale. The author, Mr. H. Mortimer Batten, tells us that he has known the deer forests for forty years, stalking in the summer and hind shooting or working the hill cairns for foxes in winter, and that this life story of a red deer is partly based on that of a red deer calf his own children had as a pet. I found the story enchanting, and think that children will too, although it is not specifically written for young people.

And so to fiction, beginning with OLD FATHER ANTIC (Michael Joseph. 12s. 6d.), an English novel which is witty, civilised, feminine and English, in roughly that order. Miss Barbara Worsley-Gough writes about a successful barrister who, as the story opens, is made a Chancery judge, a circumstance which is likely to lead to less money and more leisure. The latter he proposes to spend in getting to know his own sons and daughters, of whom there are five between the ages of twenty-four and fifteen. In doing this he has the slightly surprised co-operation of the children themselves, who have been brought up almost exclusively by their mother because of their father's long hours of work, and who are, on the whole, a charming set of creatures. The judge is also spurred on by an elegant contemporary, a lady whom I found almost too good to be true, and who gives him Tio Pepe in the winter, with almonds, and in the summer a 1947 Peyraguey, and peaches, or a Climens, with cherries. She also whips him up terrific Brillat-Savarin meals without turning a hair, and is so sensitive to smells that she exchanges her distillery shares for brewers' ones. But for the rest, the book is highly amusing, and its comments on the young, enjoyable and percipient to a degree.

WEEP NO MORE (Cassell. 10s. 6d.) is another feminine piece of work with more sentiment than satire, and a more serious approach altogether to the business of love. Miss Lenore Coffee writes of an American girl, beautiful and a talented newspaperwoman as well, who falls in love with a married Englishman in wartime London, and survives his death only to find herself near despair. The idea of returning to the United States, even with the rich and faithful lover who has come over to fetch her back, seems intolerable to her, and instead she not only visits her Englishman's wife and little son in their Cornish cottage, but moves in with them, anonymously, to see if she can recapture anything of his early life. I found this campaign in dubious taste, to say the least of it, but Miss Coffee manages to make the situation at least half-way plausible and treats the women in the story with a fine sympathy. I thought the men, dead or alive, came off rather less well.

Mr. John Fisher writes so persuasively about the Hawaiian islands as they were in the last ten years of their independence, and as they have been since they became an American territory, that it is all one can do not to make for the nearest travel bureau. LET US ALONE (Heinemann. 15s.) is Mr. Fisher's novel of a region he knows well, having spent much of his childhood there, and he evokes the atmosphere, the warmth and almost the scents of the islands with uncanny vividness, just as he clarifies the contrast between the island people and the American settlers. The book is a little long-winded, perhaps because the reader never feels too keen an interest in the affairs of its English hero, but where it is descriptive and where it is concerned with Hawaiian history or customs or parties (the social kind), it makes absorbing and delightful reading.

The next novel demonstrates a very different kind of American life. A STONE FOR DANNY FISHER (Robert Hale. 12s. 6d.), by Harold Robbins, has, we are told, been filmed, and it is not difficult to see the qualities in its plot that would appeal to a director with pictorial and emotional values in mind. It is a story of New York slum life, with rackets and gamblers and the *genus* mobster. The pace is fast and sometimes breathless, though not always through excitement.

THE KEEPERS OF THE WALLS (Secker and Warburg. 12s. 6d.) is a first novel by Mrs. Helga Harrison ; a tale of love and jealousy, urgently told and demanding as intense a degree of attention. This is one of those books in which even the smallest part of the action or the reflection depends on one central character—in this case an exceptionally attractive woman who was a good wife and devoted mother and, at the same time, an exponent of the body's freedom. Her story ends in tragedy, or perhaps it would be more exact to say melodrama, but the author has made her mark in this first novel, and we can look forward to her next and perhaps more tranquil piece of work.

Whether the reader is on the fringes of *balletomania* or the kind of person who thinks that Fonteyn is French for a spring, there is still an appeal in Agatha Young's CLOWN OF THE GODS (Robert Hale. 12s. 6d.), because it is a story very well told, and, after that, because it is an expert's description of the vicissitudes of a very specialised profession. The writer has a considerable tolerance for clichés and some of the adjectives fit their nouns as cosily as old tweed caps but she also has the force and drive of a born story-teller, and that is very important.

The next three novels are historical romances and each of them has something good and valid to recommend it. First, Miss K. M. Briggs's HOBBERDY DICK (Eyre and Spottiswoode. 12s. 6d.), which is a tale of the Civil War and the seventeenth century and essentially of the folk lore of those times, when bogies and superstitions abounded, and an old house was likely to have a friendly but mischievous domestic spirit. Very well done : a psychological novel with an unusual slant.

ROYAL ROAD TO FOTHERINGAY (Robert Hale 12s. 6d.) is, as you might expect, a reconstruction of the life of Mary Queen of Scots. It is by Miss Jean Plaidy, and it is another example of the incontrovertible fact that anyone who writes about that lady falls more or less under her spell.

THE SIEGE (Macdonald. 12s. 6d.) is perhaps the most impressive of these three : a novel about that period which might well daunt any but the most devoted historical novelist—the early thirteenth century and the Pope's crusade against the Albigenses. The fighting in the land of Provence culminates with the siege of Carcassonne, and bloody and bitter it was. Mr. Jay Williams knows the history of the period, and even more than that, the queerness of its ways, in brutality, mysticism and expediency. I think he has written an admirable book here.

The only detective story I have read this week has been Mr. Miles Burton's A CRIME IN TIME (Collins. 10s. 6d.), which has a solid watertight plot, for which we should be grateful ; a pedestrian style and a plethora of devices known to this form of fiction.

GERMAN VALOUR

Another Volume in a Growing Library

The glorification of German arms proceeds steadily upon its way. It has not lost impetus since the first books on Rommel and his Afrika Korps emerged from the press some years ago. One day it will represent a formidable body of literature, a formidable body of evidence also, vital perhaps to the cause of national justification, pointing inevitably to those characteristics which seem to have been dominant in the German male ever since the Legions of Varus were put to rout by Herman and his army in the German forests. The latest of these volumes is C. D. Bekker's K-MEN (Kimber. 16s.), which is provided with an enthusiastic preface by Hellmuth Heye, formerly Admiral of the German K Force and now a member of the Bundestag for Wilhelmshaven. The K Men were the naval Kommandos of the Reich who, influenced by the British midget submarine attacks on the *Tirpitz*, carried out a series of daring exploits against both the Western allies and the Russians. The author, himself a former German naval officer, has spent over two years interviewing surviving K-men, and in these pages he recounts their dangerous and often fatal missions with a skill that brings to life the tension of the times and the terrible risks of their trade. Many of these projects took place in the last days of the war, often involving the blowing up of bridges to halt the allied advance, the frogmen making their approach through the icy waters of rivers on the perimeter of the beleaguered Fatherland. Herr Bekker writes with a practised hand and a beguiling simplicity. Valour is his theme, and pride in achievement against fearful odds is the dominant note.

Here is a man who put his underwater skill as a frogman and diver to peacetime use, involving himself in feats no less hair-raising than those which the wartime frogmen accomplished. Virgil Burford, of Oregon, landed in Alaska penniless. But before very long someone had discovered his talent and he was earning 100 dollars for ten minutes' work, cutting a killer whale out of a salmon trap with a pair of wire nippers. In NORTH TO DANGER (Robert Hale. 16s.) Virgil tells his story with verve. Alaska gave him work, thrills, and a measure of prosperity, and it is little wonder that he has gone back each year for the profitable three-month summer period. Other things, too, have impelled him—the glory of the Alaskan hills and creeks, the march of the caribou, and a whole host of memories besides.

French justice has in modern days come perilously near a state of disrepute, not only because of unsolved cases, but because of aimlessness and drifting in high places where the public have the right to expect efficiency and clear-cut decisions. The Drummond murders in the valley of the Durance brought this state of affairs home to English people very forcibly. It was on the night of August 5, 1952, that Sir Jack Drummond, his wife and daughter met their deaths at Lurs. An old man was brought to trial and convicted, but the verdict resulted in an outcry in France, the case was reopened and still the investigation goes on. In VALLEY OF SILENCE (Robert Hale. 12s. 6d.) Gordon Young, a Paris correspondent of an English daily newspaper, gives his impressions of this tragically long-drawn-out case, hinting at the web of lies and intrigue that has surrounded it and at the strange political forces that seem to be lurking in the background. The case seems to have revealed one thing and one thing only for certain : whatever the rights and wrongs of it all, whatever the accusations and the counter accusations, there is one family living in this valley of Upper Provence which is completely without human pity. That much the evidence has revealed. The rest is silence.

When Roger Bannister, on that windy, unforgettable day on the Iffley Road track at Oxford, passed through the barrier of the four-minute mile he brought to fulfilment the dream of the modern-day runner. But his was no mere battle with the clock. Here was a triumph of teamwork, a triumph of co-ordinated brain and muscle. In ALL OUT FOR THE MILE (Forbes Robertson Ltd. 15s.) George Smith describes the history of the mile race from 1864 to 1955, showing the achievements along the road to the Iffley mile, by men such as John Landy, Glenn Cunningham, Sydney Wooderson, Gunder Haegg, Arne Andersson and the unforgettable Jack Lovelock. This is a most detailed book, but it neither becomes bogged down in record-breaking figures nor enmeshed in over elaborate training details. It states the essentials of racing over the mile, and emphasises some of the great tactical points which emerge in race running as opposed to record-breaking.

Ants, bees, wasps and termites have all learnt to live and work together in highly organised communities. Of these the termites are the most ancient by about 130,000,000 years. Most of us know little enough about them, beyond the fact that they constitute a menace to life in most tropical communities. Dr. S. H. Skaife sheds much light on the subject with his erudite but readable work DWELLERS IN DARKNESS (Longmans. 25s.). The termites live in a ruthlessly totalitarian society. Dr. Skaife records their activities with almost the skill of a Mæterlinck.

THE BUSINESS MAN'S GUIDE TO BRITAIN (Chatto and Windus. 10s. 6d.) is obviously a most valuable work for the foreign visitor, giving a whole host of facts and figures about the commercial and industrial aspects of various areas, where to stay, where to eat, where to obtain secretarial help and where to hire cars. Penetrating comments upon regional characteristics give an added flavour to the volume.

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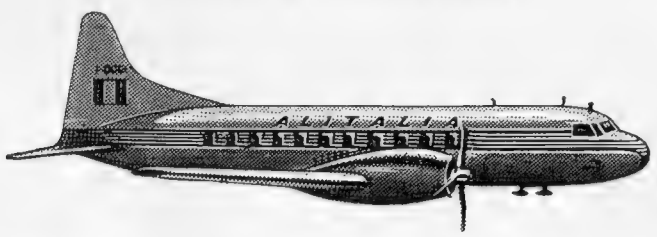

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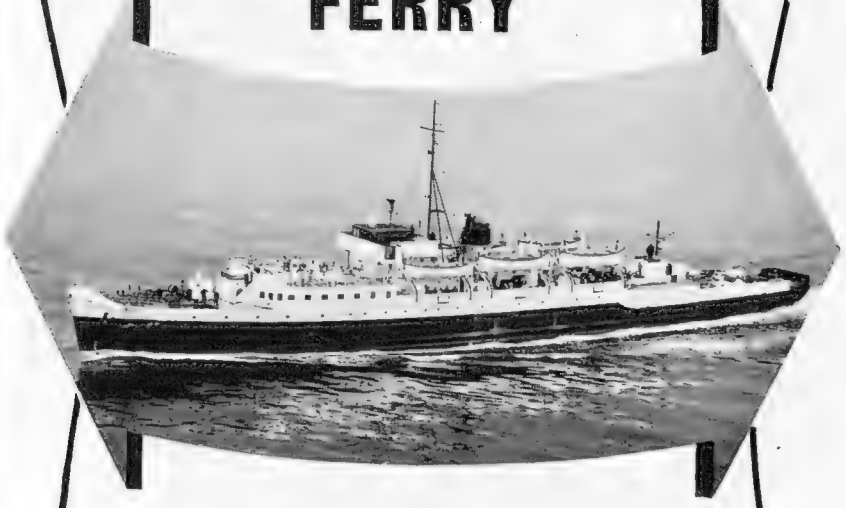

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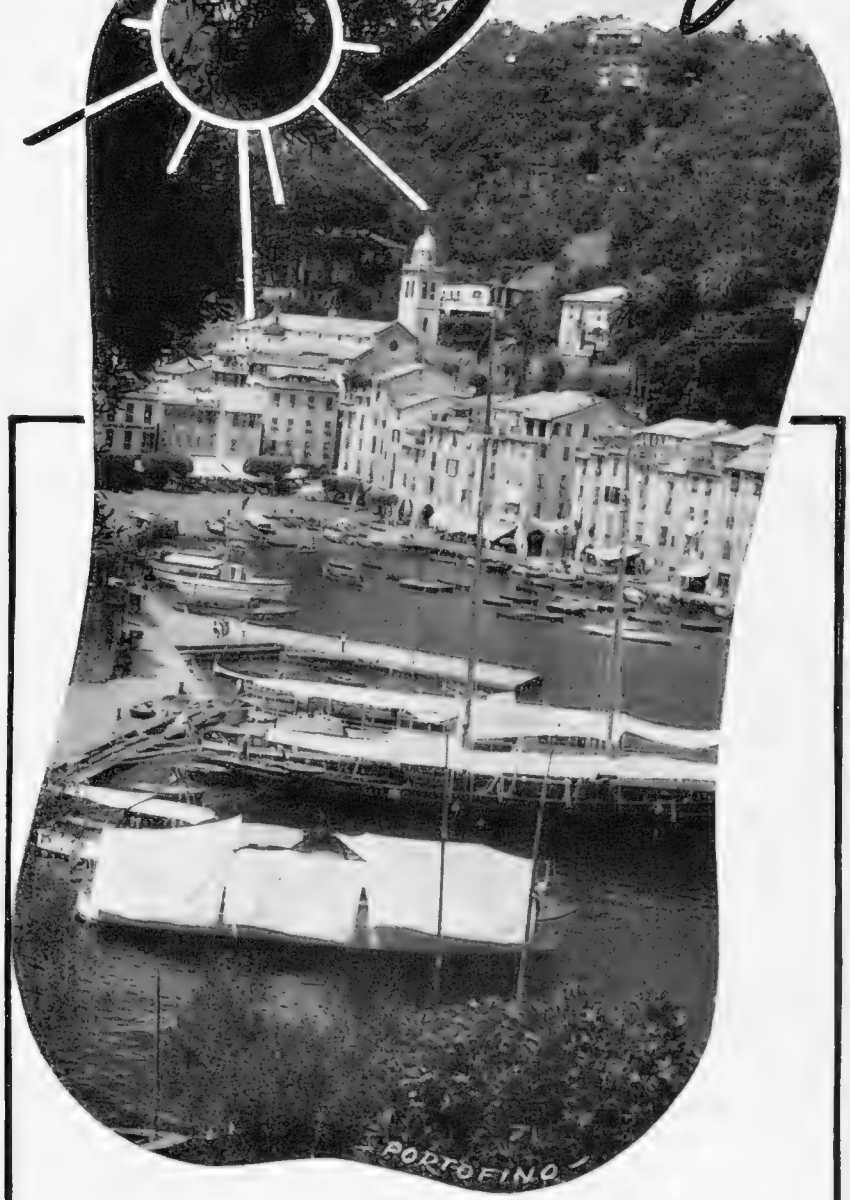

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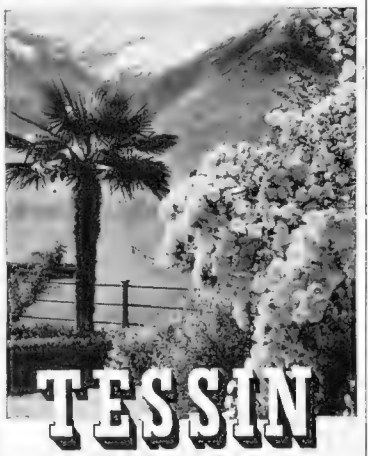

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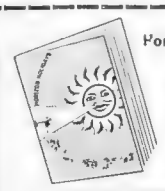

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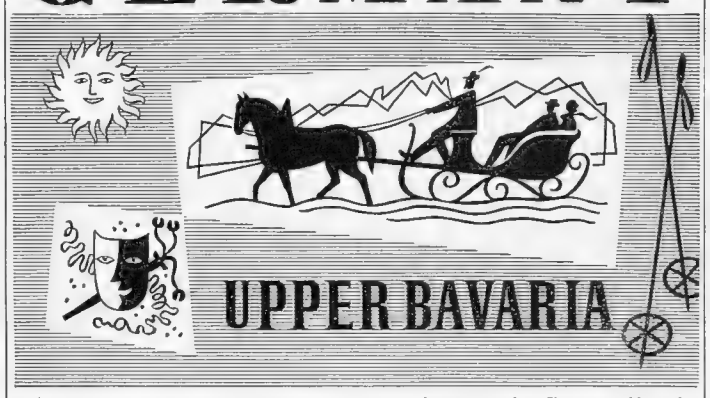

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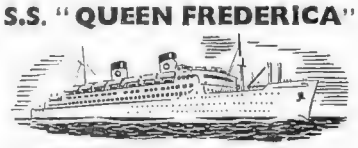

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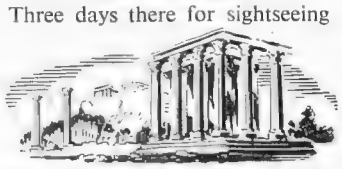

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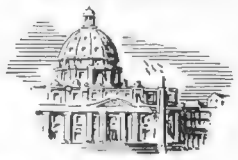

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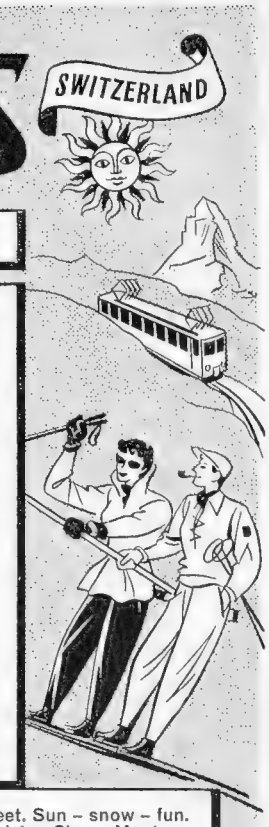

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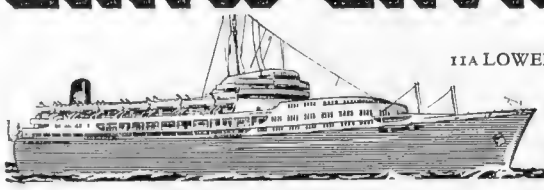

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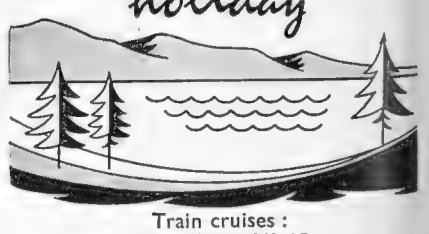

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The Sphere of Travel

LOOKING AHEAD TO HOLIDAYS

A Special Section dealing with Travel Arrangements Abroad, Resorts, Tours, Travel Diary and Advice

By GORDON COOPER

A COMPARISON OF AIR, RAIL, ROAD, SEA, RIVER AND OTHER MEANS OF TRANSPORTATION

"TO TRAVEL HOPEFULLY," wrote R. L. Stevenson in *Virginibus Puerisque*, "is a better thing than to arrive"; and this most sensible of travellers proved it when with his donkey, *Modestine*, he took twelve days to cover 120 miles in the Cévennes. Your journey, too, to some foreign destination can well be a most enjoyable part of your holiday.

It would be difficult to-day to travel on a diligence, whose merits and demerits occupied the serious attention of Messrs. Murray and Baedeker in their guide-books of the nineteenth century. But my own experience in recent years includes journeys by camel, reindeer, ox, mule and donkey; in Madeira, you can toboggan down from Monte to Funchal, and in Greece be hauled up in a basket to a monastery and sail in a caique. Then there is walking, perhaps the most rewarding form of transportation, for it gives you time to absorb the beauty of Nature.

In contrast, there is the Magic Carpet of air travel, so that within a few hours' reach of London you can fish for salmon in the Alta River of Finnmark, explore the Minoan ruins in Crete, or listen to the chant of the muezzins in the one-time secret city of Xauen, Spanish Morocco—all journeys which otherwise would take days to cover.

Considerable increases are expected in normal air travel, while tourist air fares on night services will be cut this summer to Paris, Brussels, and many other European cities. Two attractive air-travel bargains are the £37 return fare, London–Gibraltar (£3 extra to Tangier), and the 19-gns. night flight (return) between London and Stavanger. There are also a number of inclusive air holidays offered by travel agents, including those on charter planes, which represent a reduction on standard fares, but these concessions are rarely available to the independent traveller.

For those who are not in a hurry, travel by train can often be interesting, while it permits you to break your journey en route. It is also, I consider, more companionable than going by air. I often feel that with the latter, one is rather like a parcel, except in the case of the roomy Aquila flying-boats, which provide the opportunity to mingle with your fellow-passengers.

This summer many of the international train services are being speeded up and improved. From June 3, third-class compartments are being abolished throughout Western Europe, with the exception of Spain and Portugal; there will be only two classes: first and second. The fares for the former will be about half-way between existing first and second; and for the latter, at present third-class rates.

More leisurely than travel by train are the long-distance motor-coach services, which also enable you to see more of the countryside. Important services include the Phoceen between Paris and Nice, the international networks operated by Europabus and by Linjebuss, the 900-mile link between Bodö/Lönsdal and Kirkenes in Northern Norway, the long-distance German postal buses, various Italian services, Transcar between Paris and Barcelona, the Southern Coach Lines service between Dunkirk and Gibraltar (six days), and the London-Innsbruck/Salzburg services operated by Continental Road Services. There is the motor-coach–air–motor-coach service maintained by Skyways between London and Paris—the most economical way of reaching the French capital. Your travel agent should be able to give you details of all these services, but in case of difficulty consult the appropriate National Tourist Office in London.

SWITZERLAND—THE CLOUD-CAPPED MATTERHORN TOWERS ABOVE THE VILLAGE AND TOURIST CENTRE OF ZERMATT: This village, in the Valais, is situated at an altitude of over 5,000 ft., and is surrounded by mountains. It is one of the country's mountain resorts and is recommended by Gordon Cooper.

FRANCE—EARLY MORNING AT CANNES: Designs in the sand at the resort on the Riviera, where the harbour is often the scene of a fine display of yachts.

The ever-increasing popularity of motoring holidays by tourists of all countries has resulted in heavy traffic on many of the main roads in Europe. There is also often difficulty in securing suitable accommodation at short notice in the principal centres. Keep these factors in view, therefore, when planning your itinerary, especially if you go touring during the popular summer months. Even if you try to get into hotels off the beaten track, without prior reservation, you may well be disappointed, for many other motorists are thinking the same way. A good idea would be to plan your stay at one or two bases, from which you could make excursions. Most important of all is to make early bookings for cross-Channel transportation of your car, in both directions.

It is worth mentioning that in many places abroad you can rent self-drive cars by the day, or longer. All you need is a current driving licence. You can even arrange to make the necessary deposit in Britain, otherwise travellers' cheques are normally accepted.

Interesting districts for the cyclist are the Jura Mountains and Haute Savoie, Bavarian Alps, Italian Dolomites, Austrian Tyrol and Switzerland. For walking tours, I recommend the Belgian and Luxembourg Ardennes, Corsica, the Jotunheimen Mountains in Norway, the Black Forest, Styria in Austria, and Central Italy (Southern Tuscany, Umbria, the Marches)—but, with the last-named, not in very hot weather.

Travel by sea to your destination is often pleasant and restful. Apart from the cross-Channel services, the main routes from Britain are to the Scandinavian countries and Iceland. In the Mediterranean there are regular shipping services along the Spanish and Dalmatian coasts, and between Marseilles and Port-Vendres to Palma—preferable, I consider, to the sea-link from Barcelona. Then, from Venice and Brindisi, you can sail to Greece and Turkey, while from the Piræus there is a network of services to the numerous Greek islands.

Journeys by river and inland waterway are worth considering in your planning. You can, for instance, journey between Passau and Vienna on the Danube, Rotterdam and Basle on the Rhine, and along the Göteborg Canal, which links the south and east coasts of Sweden.

The Sphere of Travel

POPULAR RESORTS ABROAD

Some Recommendations on Where to Go. A Selection of Holiday Resorts Mainly by the Sea

PORTUGAL—ESTORIL IS ONE OF THE COUNTRY'S POPULAR RESORTS: It is close to Lisbon and is the best known of the beaches west of the capital.

POPULAR holiday resorts have invariably gained their position and reputation because they provide what the majority of tourists want: gaiety and life in an attractive setting. Most of these places are beside the sea. They have hotels and restaurants to suit all purses, fine shops, beautiful parks and gardens, organised entertainments, and opportunities for sports and excursions. In fact, catering for visitors is their main business.

In this necessarily condensed survey, I have been rigorously selective. I rarely mention spas, the subject of my next article in these pages; nor have I embraced art towns, even though they might be considered resorts. I have also excluded some well-known centres which mainly cater for a passing motor-coach trade, for they are usually noisy and their hotel standards leave much to be desired. Keep in mind that popular resorts can be rather dull outside the High Season, although paucity of visitors does not interfere with their natural attractions.

AUSTRIA.—The three outstanding resorts are Kitzbühel, Velden and Badgastein. The first-named is fabulously pretty, just what everyone expects a Tyrolean village to be like, with painted houses, gabled roofs and flowers in every window. Situated in a broad and sunny valley, there are bold mountain peaks on three sides. A paradise for climbers, but there are also endless easy walks, and bathing and boating in a near-by lake. The air is beneficial for insomnia.

Velden lies at one end of the Wörthersee, a warm-water lake where you can bathe comfortably until October. There is a casino, and the resort is popular with the Viennese. As it tends to get crowded in summer, Pörtschach, also on the lake, is an attractive alternative place in which to stay; in fact, I prefer it.

Badgastein is Austria's most fashionable spa. It is a place with a continuous noise of many waterfalls. The climate is generally bracing. The Hotel Straubinger is my first recommendation.

St. Anton (rather noisy), Zell-am-See (junction for the Grossglockner road), Seefeld, Mayrhofen, Gmunden and Bad Aussee, in the Salzkammergut, and Mariazell, in Styria, also merit mention.

BELGIUM.—Along the 40-mile Belgian coast is a string of resorts, all with superb sands. Ostend (rather trippery) has the handsomest and most modern gambling casino in Europe. Knokke/Le Zoute, a combined resort, is the most fashionable centre, with two first-class golf courses, a luxurious casino, and every kind of organised entertainment. La Panne, close to the French frontier, is another gay place.

DENMARK.—This friendly little country has no really big resorts, but the island of Fanö, with its 14-mile-long bathing beach, is a splendid place for a family holiday, and being close to the port of Esbjerg it is easily reached. Bathing and sport are the attractions, and hotel prices are reasonable. Delectable is my description of Gudhjem and Sandvig, two typical fishing towns on the Baltic island of Bornholm. Ancient Svendborg, on Funen, can also be recommended, especially for those who like yachting. The conditions are excellent and boats can be hired.

FRANCE.—On the French Riviera, Cannes stands foremost for smartness and elegance. Many famous personalities stay at its fabulous Carlton Hotel lodge. The harbour has a fine display of magnificent yachts. For a holiday, near-by Juan-les-Pins, with its excellent though rather crowded sands, is the gayest resort. As an excursion centre, Nice stands pre-eminent, and it offers lots of entertainments. Its beach, however, is stony, a defect which also applies to Menton, one of the warmest spots in Europe and much favoured by British visitors. Monte Carlo offers first-class entertainments, an excellent golf course, fair bathing beach, but its famous casino is now rather dowdy. For the family, I recommend Le Lavandou, which has a fine beach.

FRANCE—THE BEACH AT BIARRITZ, ON THE ATLANTIC COAST: This resort, situated on the Bay of Biscay, close to the Spanish border, has a fine beach, but, Gordon Cooper points out, bathing there can be dangerous. From this resort it is possible to make excursions into the Basque hinterland and to Northern Spain.

On the Atlantic coast, Biarritz is my favourite, although its bathing can be dangerous, while St. Jean-de-Luz retains its popularity with Britons. Both resorts offer opportunities for excursions into the attractive Basque hinterland and to Northern Spain.

Farther up the West Coast are Arcachon, within easy reach of Bordeaux and situated on a lagoon edged on one side by the tallest sand-dunes in Europe, and fashionable La Baule, in Brittany, with a magnificent beach. Also in this fascinating corner-province is Dinard, so easily reached from Britain and, with its near-by resorts, highly recommended for family holidays. Farther east, in Normandy, is elegant Deauville, and, in the Pas de Calais, extremely fashionable Le Touquet.

GERMANY.—In the Rhineland, Baden-Baden and Wiesbaden, even though they are spas, are also excellent centres for the healthy holidaymaker. Their environments are delightful, they offer all kinds of entertainments, and there are facilities for sports and many interesting excursions. Badenweiler, in the Black Forest, is also a spa, but perhaps more exhilarating, not least because of its wonderful mountain air, is Freudenstadt. The Hotel Waldeck can be especially recommended. Titisee is a focal point for countless excursion tours, and as a place in which to stay I prefer near-by Hinterzarten.

On Lake Constance (Bodensee), Lindau, a most enchanting old town, is the premier resort. It has an attractive casino, and is well placed for a wide range of excursions, both round the lake and into Austria, Switzerland and the Allgäu Alps. Farther east, in the Bavarian Alps, is the famous winter sports and summer resort of Garmisch-Partenkirchen. On a smaller scale, but not less appealing, are Tegernsee, Oberammergau, Schliersee, Reichenhall (a spa) and Berchtesgaden.

HOLLAND.—Scheveningen (15 minutes by tram from The Hague) is by far the most popular of Dutch seaside resorts, and it is quite a gay centre. Noordwijk, a picturesque village set among the dunes, is, however, more select and fashionable. Apart from local attractions, both places are good bases from which to visit the fascinating art towns in Western Holland.

ITALY.—This country has so many fine resorts that it is not easy to make a brief selection. On the Italian Riviera, there are San Remo, with one of the few gambling casinos in the country, Bordighera (quiet), Alassio (fine sands), Nervi, Santa Margherita and Rapallo. On the Tuscan coast, Viareggio is the largest of a string of resorts. Ostia has rather dirty black sand and is far too crowded with Romans. Around Naples, Capri (limited bathing), Ischia (good bathing), and Sorrento are all gay and entertaining. In Sicily, Taormina stands supreme. Then, on the Adriatic coast, Cattolica and Rimini are noted for their sands, and are also good centres for some outstanding excursions: to Ravenna, San Marino and Urbino. The Lido of Venice, famous for its Film Festival, is hardly a resort for a prolonged stay, and it is expensive. I prefer Grado, west of Trieste.

Inland resorts include Montecatini (a fashionable spa, but good for Tuscan excursions), Como, Garda and Stresa on their respective lakes, and Cortina d'Ampezzo in the Dolomites.

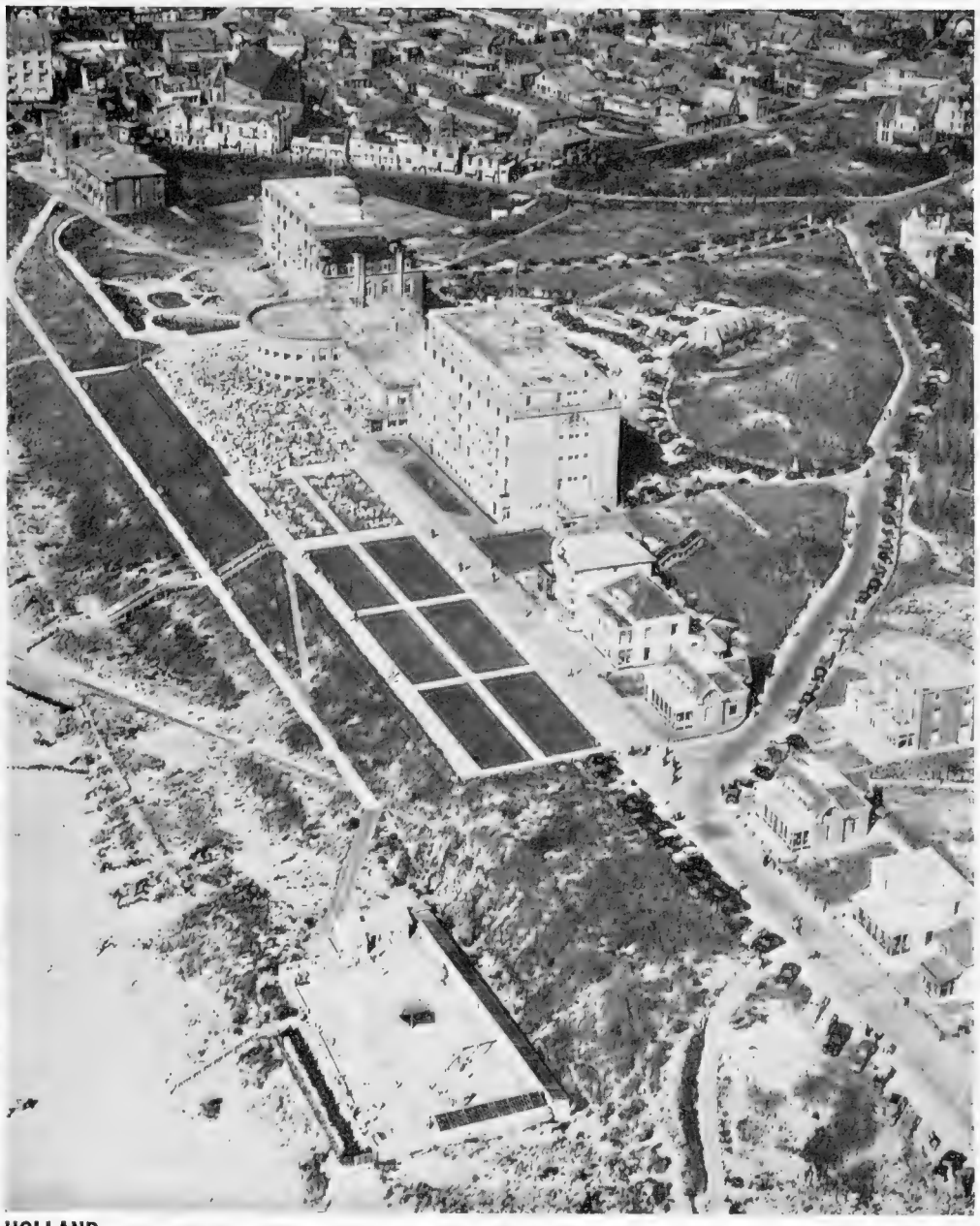
PORTUGAL.—Estoril and Figueria da Foz are the only popular resorts. The former is conveniently placed for Lisbon, but its bathing facilities are poor. The latter has excellent sands.

SPAIN.—San Sebastian is easily the most fashionable seaside resort, and it has an international atmosphere. I prefer, however, Santander, a delightful town, with excellent facilities for sports, including sailing, and interesting excursions—to Santillana, for instance, a

SWITZERLAND—ST. MORITZ IS FAMOUS IN BOTH SUMMER AND WINTER : Standing at an altitude of over 6,000 ft., it is the loftiest village in the Engadine, in the canton of Grisons.

IT —A CORNER OF RAPALLO, WITH THE WOODED HILLS IN THE BACKGROUND : It is one of the many fine resorts on the Italian Riviera. In summer the climate at Rapallo remains cool.

YUGOSLAVIA—THE HARBOUR AT DUBROVNIK : Situated in Southern Yugoslavia, on the Dalmatian coast, Dubrovnik is both an attractive holiday resort and a city with fascinating architectural interests.



HOLLAND—THE GRAND HOTEL HUIS TER DUIN AT NOORDWIJK ANN ZEE : This seaside resort, set among the sand dunes, has a broad beach. It is more select than Scheveningen.

On right—

DENMARK—THE ISLAND OF FANO, WITH ITS 14-MILE-LONG BATHING BEACH : It is a splendid place for a family holiday, and being close to the port of Esbjerg, it is easily reached.

Below—

SWITZERLAND—THE LAKE OF GENEVA AT THE HEIGHT OF SUMMER : The scene is at Ouchy, a port of Lausanne. A notable attraction at Ouchy is the well-kept esplanade.

medieval town, near which are the famous Altamira Caves (prehistoric paintings). In Southern Spain, Torremolinos is popular with British visitors, while on the Catalonian coast there are Sitges (fair) and Tossa (full of Britons). Palma, in the Balearics, is now overcrowded with tourists from every country, but it is the best Majorcan base for excursions. Bathing facilities however, are poor, unless you go some distance out.

SWEDEN.—There are several pleasant resorts on the Maritime West Coast ; Bästad and Tylösand are two recommendations. Both places have excellent sands and they can be easily reached from the port of Göteborg.

SWITZERLAND.—The " Big Four " in resorts are Lucerne, Lugano, Interlaken and Montreux. As they are targets for countless tours, you may prefer less popular centres, such as Lausanne and Vevey, on the Lake of Geneva ; Zermatt and Verbier, in the Valais ; Mürren, Wengen and Grindelwald, in the Bernese Oberland ; Locarno, in Ticino ; and St. Moritz (fashionable), Davos and Arosa, in the Grisons. Bad Ragaz (a spa), in North-East Switzerland, is also very pleasant.

YUGOSLAVIA.—Opatija is the only resort in this country which provides first-class hotel accommodation, and it is pleasantly situated. Dubrovnik has romantic appeal, and might be considered for a stay. Bled (Slovenia), on its picturesque lake, is another possibility.

The Sphere of Travel

ARRANGING A TOURING HOLIDAY

Gordon Cooper Offers Suggestions for Tours by Land, Sea and Air

MORE and more holidaymakers are planning for tours of various kinds. The following suggestions—a selection from the many that are available—may be helpful.

BY TRAIN.—Sweden is the only Continental country which runs special touring trains—"hotels on wheels." Each trip takes a week and the price includes board and lodging during the tour, and all the excursions by bus and boat according to the programme. There are various itineraries, including one that takes you into Lapland. Information, reservations and tickets can be obtained from your travel agent or the Swedish Travel Bureau.

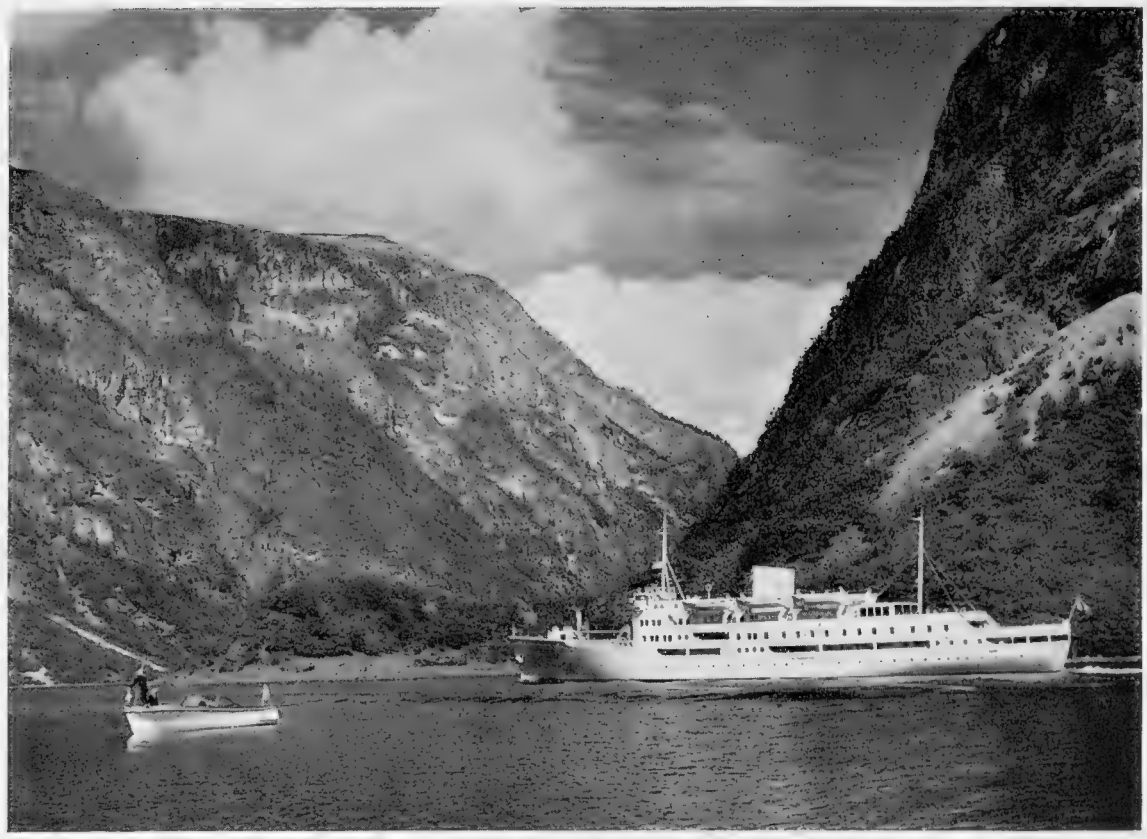
Cook's offer a "Grand Tour of Scandinavia," lasting 16–17 days, and visiting Copenhagen, Stockholm, Oslo, Norwegian fjords and Bergen, but hotels are used for sleeping accommodation.

BY MOTOR-COACH.—There are hundreds, if not thousands, of inclusive motor-coach tours arranged by travel agents which generally follow standard itineraries. There are, however, a few that take you off the beaten track or have some specialised interest. A tour of Northern Spain and Portugal, and another of mountain hotels and Alpine flowers, are organised by Lammin Tours, a firm with an interesting and unusual programme. A coach tour through Yugoslavia is offered by the W.T.A., while both Linjebuss and Fourways include Budapest as the goal of circular journeys.

For those who like to travel out independently, there are in certain countries circuits arranged by semi-official organisations. These include a variety of tours in Spain with A.T.E.S.A., the Ribbon Tours in Italy run by C.I.A.T., and a considerable range in various tourist areas of France by French Railways. The State Tourist Department Tours in Greece—the "Four Days' Classical Tour" at £16 12s. per person—is especially recommended. In some cases on these tours you can break the journey, following on by the next service, and, occasionally, you may, if you wish, make your own arrangements for board and lodging. All the above tours can be booked through travel agents, but in case of any difficulty regarding Greece, then contact Oceanways, Ltd.

SEA CRUISES.—Foreign travel without worry is certainly a great attraction in taking a holiday at sea. Thousands of people evidently think so, for on the summer cruises offered by the P. & O., the Royal Mail Lines and the Orient Line, available accommodation is being rapidly booked up, and unless you make reservations before the end of January you will probably be disappointed.

During the months June–September the P. & O. Line offers nineteen cruises on its ships *Iberia, Chusan* and *Arcadia,* the first sailing being on June 2, the last on September 22. Accommodation is available in two classes. Most of the itineraries are in the Mediterranean, but there is one on August 4 to Scandinavian ports, and a couple which include Madeira—on one occasion Las Palmas, too.



NORWAY—THE BERGEN LINE "METEOR" CRUISING IN NAEROYFJORD, SOGNFJORD: This 3,000-ton yacht-like ship carries 150 passengers, all in one class. Most of the journeys in summer are to Northern waters.

The Royal Mail Lines have six summer cruises in 1956 on the *Andes* and *Alcantara,* both ships being fitted with stabilisers. There is only one class on these liners, but a considerable variation in type of cabin accommodation. The itineraries are confined to Mediterranean ports. The first sailing is on June 9.

The Orient Line offer five cruises, all in the Mediterranean, on their ships *Orcades* and *Orsova.* Accommodation is in two classes.

More intimate are the *Meteor* cruises of the Bergen Line, for this yacht-like ship (3,000 tons) only carries 150 passengers, all in one class. Most of the journeys are to Northern waters—the Norwegian fjords and North Cape, but two include Spitzbergen and one calls at Leningrad.

Every weekday one of the Express Coastal Steamers leaves Bergen on a 1,200-mile voyage to Kirkenes, the terminal port near Norway's frontier with Russia. Calls are made at some forty ports, and the round voyage takes twelve days. It is possible to break the journey en route, but you must be sure of your accommodation on a following vessel. I think I would advise a one-way trip by sea, returning by either land or air, for a constant diet of Norwegian fishing ports in the Arctic tends to get monotonous. Early bookings are essential for June and July, the period during which the "Midnight Sun" can be seen.

The isles of Greece have an attraction all their own, and there are various cruise-tours offered by the Nomikos and the Typaldos Lines, and some of them include a visit to Istanbul and Izmir. Then there is the pleasant Isles of Greece Cruise on the *Semiramis,* which is organised by the State Tourist Department of Greece. There are weekly sailings every Monday between April 1 to October 31, from the Piræus, with five nights at sea. The places called at are Santorin, Melos, Crete, Rhodes, Delos and Mykonos—a wonderful selection, and having made this trip I give it my recommendation—bookings through Oceanways Ltd.

Both Fairways and Swinford (under the auspices of the Society for Hellenic Travel) and Swan's are operating cruises, on specially chartered ships and accompanied by distinguished classical scholars as guest lecturers, to the isles of Greece.

The popularity of holidays on freighters is now so great that reservations have to be made in many cases months in advance. For those whose time is limited I can recommend a 12–13-day voyage by Danish boats from London Bridge to Copenhagen, where three to four days are spent. There are weekly sailings, and the all-in cost is from 33 guineas. Information, etc., from Informal Travels.

A final suggestion for the unconventionally-minded: Ramblers' Association Services have chartered a sailing-boat for a voyage along the Dalmatian coast, calling at some remote spots and offering opportunities for underwater fishing. There is no fixed itinerary, and each tour lasts sixteen days. It is only suited to the adventurous young at heart.

ON INLAND WATERWAYS.—Holland and the Rhineland are again first favourites for those who like to holiday on motor yachts through thein land waterways of Europe. Yacht Holidays, European Yacht Cruises and Cornelders Travel are firms offering regular tours. There are also one-week cruises along the lakes of Finland (particulars from Charles Gee and Company). For those who like to mess about on their own boats, World Holidays Afloat offer facilities in Holland, France and the Greek Islands. This firm has also instituted a new kind of holiday afloat in Holland, whereby you can rent a yachtel: a bungalow in which to live, along with a yacht for sailing. Then, World Sport and Travel Service offer free-lance sailing holidays in Holland, Norway, Germany and Switzerland; several of which are specially designed for beginners and include tuition at yachting schools.

BY AIR.—There are not, curiously enough, any organised air tours this summer, although Scandinavian Airlines System (S.A.S.) offer a number of inclusive tours in Denmark, Norway and Sweden which make considerable use of air transportation. They offer quite considerable savings over ordinary fares, and they operate from both London and Glasgow. From their programme, I suggest that the itinerary which embraces within the limits of fourteen days Copenhagen, Stockholm, Narvik, Gratangen, Tromso and Oslo is as near a Magic Carpet tour as you will find in Europe.

GERMANY—THE BUSY SCENE AT THE HARBOUR OF LINDAU, THE ISLAND TOWN IN LAKE CONSTANCE: Lindau is well placed for a wide range of excursions, both round the lake and into Austria and Switzerland.

ADDRESSES

Charles Gee and Co., 48, *Fenchurch Street, London, E.C.3*
C.I.T. (for C.I.A.T.), 10, *Charles II Street, S.W.1*
Cornelders Travel, 114, *Shaftesbury Avenue, W.1*
European Yacht Cruises, Ltd., 172, *New Bond Street, W.1*
Fairways and Swinford Ltd., 10, *Hanover Street, W.1*
Fourways Travel Ltd., c/o *Marshall and Snelgrove Ltd., Oxford Street, W.1*
Informal Travels Ltd., 45, *Queensway, W.2*
Lammin Tours Ltd., 67, *Blenheim Terrace, N.W.8*
Oceanways Ltd., 23, *Haymarket, S.W.1*
Ramblers' Association Services Ltd., 48, *Park Road, N.W.1*
Swans Tours, 8, *Great Russell Street, W.C.2*
Swedish Travel Bureau, 7-8, *Conduit Street, W.1*
World Holidays Afloat, 114, *Shaftesbury Avenue, W.1*
Yacht Holidays Ltd., 85, *Buckingham Palace Road, S.W.1*

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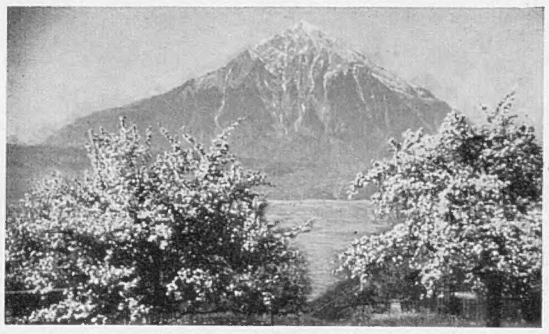
BERNESE OBERLAND

SWITZERLAND

The Bernese Oberland is situated in the centre of Switzerland, on the northern side of the principal range of the Alps. It is reached by road and rail which lead up to many heights and even to some summits. Thus you are saved from undertaking long ascents and able to penetrate, whatever your age, right into the heart of permanent snow and ice. The lovely lakeside holiday resorts on Lake Thun and Lake Brienz are within easy reach of the health resorts up on the mountains. 400 hotels with more than 25,000 beds, 20 mountain railways. Yachting and water ski-ing on lake of Thun. Swimming-pools in the mountain resorts. Mountain roads asphalted. Well-kept walks, away from traffic. Mineral springs, mountaineering schools. All summer sports, trout-fishing, Casinos.

Information and Prospectus: Bernese Oberland Tourist Office, Interlaken (Switzerland), your travel agent or the Swiss National Tourist Office, 458 Strand, London, W.C.2

INTERLAKEN the well-known holiday and tourist resort in the Bernese Oberland is embedded in the foothills of the Bernese Alps, between the lakes of Thun and Brienz, at the foot of the majestic Jungfrau. Thanks to its sheltered position, Interlaken enjoys a settled and mild climate. Comfortable hotels, the animated life on the fashionable and world-famous Höheweg, merry people on the bathing-beach and the tennis courts, restful wandering through the woods and meadows dotted with the ruins of old castles, with chalets and churches, tours on the lakes in good company, excursions in the Alpine foothills and the Alps themselves up to the region of eternal snow—all this makes holidays in Interlaken an unforgettable experience. Season : April-October.



LAKE THUN The Riviera of the Bernese Oberland with its picturesque resorts :

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July and August : For 7 days s.Fr. 112—all inclusive.

Information : LAKE THUN TOURIST OFFICE, THUN 1
SWISS NATIONAL TOURIST OFFICE, 458/9, Strand, LONDON
and your TRAVEL AGENT.

The Sphere of Travel

A EUROPEAN TRAVELLER'S DIARY

A Glance at Some of the Arrangements in Europe for 1956 ; Unusual Holidays and Sources of Information

AUSTRIA
Corpus Christi procession of boats, Traunsee and Hallstatt, May 31.
Passion Play, Thiersee, May to September (Sundays and public holidays).
Costume Festival, Mayrhofen, mid-August.

BELGIUM
International Trade Fair, Brussels, April 28–May 13.
Procession of the Holy Blood, Bruges, May 7.
Procession of the Golden Car, Mons, May 27.
Grand Prix Motor Race, Spa-Francorchamps, June 17.
Procession of the Penitents, Furnes, July 29.
Summer Carnival, Blankenberge, August 26.

DENMARK
Hamlet Festival, Elsinore, mid-June.
Viking Festival, Frederikssund, last part of June.
Fanniker Days, Nordby, on the island of Fanö, first week in July.
Tilting Tournaments, Sönderborg, early July.

FINLAND
Walpurgis Night (Spring Festival), celebrated throughout the country, April 30.
Midnight Sun Festival, Aavasaksa and Ounasvaara, Finnish Lapland, May 22–23.
Lumberjacks' Championships, Rovaniemi, June 23.

FRANCE
Festival of the Garians (Cowboys), Arles, April 23.
Traditional "Bravade," St.-Tropez, May 16–18.
Basque Folklore Festival, St. Jean-de-Luz, June 21–26.
500th Anniversary of the Rehabilitation of Joan of Arc, Rouen, June 24.
Festival of the Blue Fishing Nets, Concarneau, July 19.
Festival of the Queens of Cournouaille, Quimper, July 22.
Grand "Pardon," Ste.-Anne-de-la-Palud, July 26.
Festival of the Wandering Fiddlers, the Menetriers, Ribeauville, September 16.
Vine Festival, Dijon, September 16.
Vintage Festival at Montmartre (Paris), early October.

GERMANY
International Film Festival, Berlin, June 22–July 3.
"The Princely Wedding," Landshut, June 23–July 8.
Hans Sachs Festival and the Meistertrunk play, Rothenburg, June to August.
Historical Children's Procession, Dinkelsbühl, July 25.
International Grand Prix, Nürburgring, July 29.
October Festival, Munich, September 22–October 7.

GREECE
Traditional Easter Ceremonies, Athens and elsewhere, May 4–6 (Orthodox Easter).
Ancient Drama Festival, Epidaurus, end of June.
Festival of Athens, September 6 to October 10.

HOLLAND
Great Flower Procession, Sassenheim-Lisse-Hillegom, April 21 (approximately).
Commemoration of the 350th anniversary of Rembrandt's birth ; Special Exhibitions of paintings, etchings and drawings at Amsterdam and Rotterdam, May to October.
Exhibition of Paintings by van Gogh (paintings in American possession), The Hague, June 15–July 15.

ITALY
Scoppio del Carro ("Explosion of the Cart"), Florence, March 31.
Medieval football match, Florence, May 6 and June 24.
The "Candles" of Gubbio, May 15.
International Horse-riding Competitions, Rome, early May.
The Fight for the Bridge, Pisa, May 27.
The Saracens' Joust, Arezzo, June 3 and September 2.
Feast of the Lilies, Nola, June 19.
Il Palio, including medieval horse-race, Siena, July 2 and August 16.
Feast of the Redeemer, Venice, July 17.
Historical Regatta, Venice, September 2.
Festival of Piedigrotta, Naples, September 7–8.

LUXEMBOURG
Gorse Festival, Wiltz, May 21.
"Dancing Procession," Echternach, May 22.
Open-air Theatre Festival, Wiltz, last week of July and first week in August.

NORWAY
Lapp Weddings, Karasjok and Kautokeino, Easter.
Hardanger Fair, with folk displays, Ulvik, May 7–12.
Midsummer Night's Eve (June 23), bonfires, fireworks throughout the country. Special celebrations in Oslo and Lillehammer.

PORTUGAL
Festival of popular Saints, including processions, Lisbon, June 13, 24, 29.
Festival of Our Lady of Agony, Viana do Castelo, end of August.
Popular Fair, including picturesque bull-fights, Vila Franca de Xira (near Lisbon), early October.

SPAIN
The "Fallas" of San José, Valencia, March 11–19.
Holy Week Celebrations, Seville, Granada, Malaga, Valladolid, etc., March 26–April 1.
Seville Fair, mid-April.
Feast of San Isidro, Madrid, May 13–20.
Pamplona Fair, July 6–12.
Semana Grande, San Sebastian, August 15.
Passion Play, Elche, August 15.

FRANCE—A POPULAR RESORT WITH BRITONS : A view from the air, showing the beach and fishing harbour at St. Jean-de-Luz. This is one of the chief resorts on the Basque coast, and is nine miles south of Biarritz.

SWEDEN
Olympic Equestrian Games, Stockholm, June 10–17.
Petrus de Dacia, miracle play with music, Visby, July 18–August 11.

SWITZERLAND
"Fifty Years Simplon Tunnel," memorial celebrations at Brigue, Sion, Lausanne and Geneva, April–July.
Swiss Industries Fair, Basle, April 14–24.
Zurich Spring Festival, April 15–16.
Festival Weeks, Zurich, June.
International Film Festival, Locarno, July 10–20.
Summer Concert Weeks, Upper Engadine resorts, mid-July to mid-August.
Traditional Festival, Geneva, August 10–12.
"Musical September," Montreux, September.
National Autumn Fair, Lausanne, September 8–23.

YUGOSLAVIA
Summer Festival, Dubrovnik, mid-June to mid-September.
Festival, Diocletian's Palace, Split, last fortnight in July.
Alka, traditional Moorish Tournament, Korcula, July 23.
Traditional Tournament, Sinj (near Split), August 1.
International Yachting Regatta, Bled, August 3.

UNUSUAL HOLIDAYS

Botanical Tours (Misurina, Dolomites and St. Luc, Valais) : Fairways and Swinford.
Camping Holidays (various) : Travel Counsellors (Club Mediteranée), Horizon Holidays (Corsica), Typaldos Bros. (Greece only), Ramblers' Association Services.
Fishing (Norway) : World Sport, Bergen Line.
Gliding (Germany) : World Sport.
House Parties : Erna Low.
International Hospitality (paying guests, etc.) : En Famille Agency.
Mountaineering, Rambling : Ramblers' A.S., Erna Low, World Sport, Austrian Alpine Club.
Ornithologist Tour (Texel, Holland) : W.T.A.
Pilgrimages (Rome, Lourdes, Fatima) : Harold Ingham.
Polar Bear Hunting (Spitzbergen) : Mr. Odd Berg.
Pony Trekking, Riding : World Sport, Centaur Tours.
Sketching (various centres) : W.T.A.
Summer Schools (various) : Harold Ingham.
Underwater Exploration : World Sport.
Wine Tours (Loire and Bordeaux) : Circle of Wine-Tasters.
For motorists there are car rallies for Ford, Austin, Nuffield, and Rootes owners ; particulars from the Motorists' Travel Club ; Cook's Autotravel Service is also offering a rally to Interlaken.
For motor-cyclists, the Bergen Line organise conducted rally tours in Norway.

ADDRESSES

Austrian Alpine Club (U.K. Branch), 143, *New Bond Street, London, W.1*
Odd Berg, Troms, Norway
Bergen Line, Norway House, Cockspur Street, London, S.W.1
Centaur Tours, c/o Wakefield Fortune Ltd., 32, Shaftesbury Avenue, W.1
Circle of Wine-Tasters, 2a, Duke Street, W.1
Cook's Autotravel Service, Berkeley Street, W.1
En Famille Agency Ltd., 20, Buckingham Street, W.C.2
Fairways and Swinford Ltd., 10, Hanover Street, W.1
Horizon Holidays Ltd., 146, Fleet Street, E.C.4
Harold Ingham, 15, St. John's Road, Harrow, Middlesex
Erna Low Travel Service, 47, Old Brompton Road, London, S.W.7
Motorists' Travel Club Ltd., 109, Piccadilly, W.1
Ramblers' Association Services Ltd., 48, Park Road, Baker Street, N.W.1
Travel Counsellors, 75, Warwick Road, S.W.5
Typaldos Bros. Ltd., Bevis Marks House, E.C.3
Workers' Travel Association, Eccleston Court, Gillingham Street, S.W.1
World Sport and Travel Service Ltd., 198, Sloane Street, S.W.1

SOME OUTSTANDING MUSICAL FESTIVALS

Aix-en-Provence	July 7–August 2
Bayreuth (Wagner)	July 24–August 28
Bergen (Grieg)	May 25–June 7
Bordeaux	May 6–20
Bregenz	July 21–August 15
Florence (Maggio Musicale)	May
Helsinki (Sibelius)	June 9–18
Holland (The Hague, Scheveningen, Amsterdam, etc.)	June 15–July 15
Lucerne	August
Prades (Pablo Casals)	End July
Salzburg (Mozart)	July 21–August 30
Strasbourg	Mid-June
Venice	September 11–26
Wiesbaden	May 5–28
Würzburg (Mozart)	June 9–23

SOURCES OF INFORMATION

While travel agents should be able to answer your queries regarding the details of travel (transportation, hotels, etc.), there may well be other matters requiring elucidation. In addition to the specialist organisations dealing with open-air activities, there are the official information offices of the various Continental countries in London. Here are their addresses :

Austria	219, Regent Street, W.1.
Belgium	167, Regent Street, W.1.
Denmark	71, Piccadilly, W.1.
France	178, Piccadilly, W.1.
Germany	6, Vigo Street, W.1.
Holland	38, Hyde Park Gate, S.W.7.
Italy	201, Regent Street, W.1.
Luxembourg	159, Abbey House, Victoria Street, S.W.1
Norway	21, Cockspur Street, S.W.1.
Portugal	20, Regent Street, S.W.1.
Spain	70, Jermyn Street, S.W.1.
Sweden	7–8, Conduit Street, W.1.
Switzerland	458, Strand, W.C.2.
Yugoslavia	143, Regent Street, W.1.

For Andorra, Finland, Greece, Liechtenstein, Monaco and San Marino, it is necessary to write to their respective National Tourist Offices in Andorra-la-Vella, Helsinki, Athens, Vaduz, Monte Carlo and San Marino.

Fulfilment

This reproduction is from an original Watercolour by S. Agnew Mercer, F.R.S.A., whose work adorns the walls of Famous Buildings in Great Britain. The sketch is one of a series of twelve.

The tiny river Dove makes its way through this lovely mountain gorge, which is best explored by way of Thorpe Cloud, and thence on foot to Hartington.
Beloved of all ramblers and walkers this Derbyshire Dale offers a thousand pictures of Nature's loveliness. Here too is the most delectable trout fishing and the setting of Isaac Walton's masterpiece, 'The Compleat Angler'.

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ALEXANDER THE GREAT Born in 356 B.C. Alexander at 33 was already a world leader. He founded Alexandria, the great commercial centre of East Mediterranean civilisation. The drawing is after a bust in the British Museum.

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